"America's weekly motorcycle newspaper"

CYCLE NEWS

WEST

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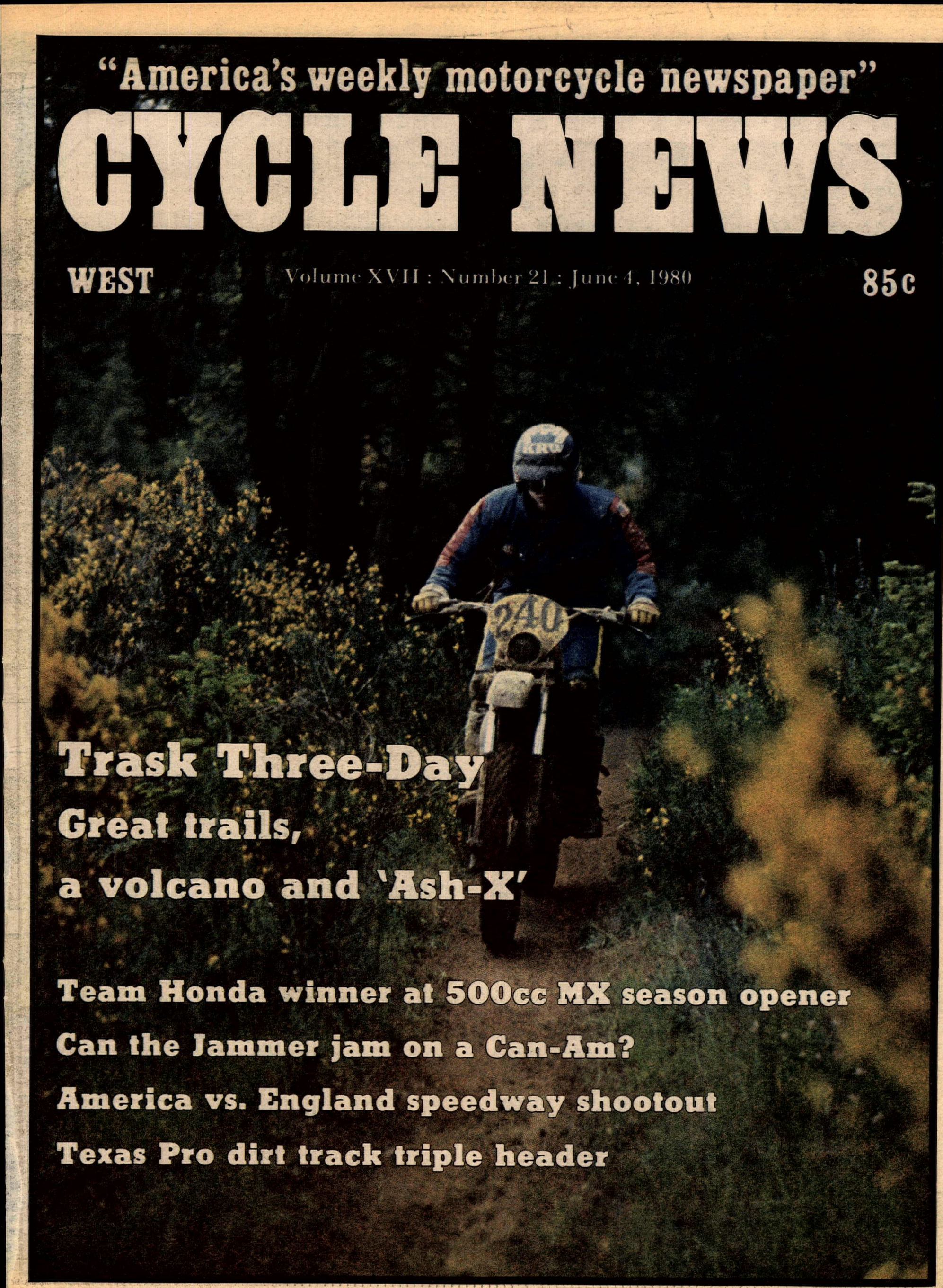

Trask Three-Day
Great trails, a volcano and 'Ash-X'

Team Honda winner at 500cc MX season opener

Can the Jammer jam on a Can-Am?

America vs. England speedway shootout

Texas Pro dirt track triple header

Jimmy Weinert: Can the Jammer jam on a Can-Am?

By Rex Reese

Nobody will know the answer to that question until the end of the season when long-time motocrosser, thrice National Champion (twice in the 500s, once in Supercross) and outspoken gadfly-about-racing Jimmy Weinert finishes his first year on a Can-Am as a privateer. It will also mark the first time in a l-o-n-g time that he will have spent any kind of racing time on something else besides a Kawasaki (that's if you discount his short ride with Yamaha a few years ago) since the days of Team Acid Rock in '73. Additionally, no matter whether he finishes first, last, midpack or quits early, the definitive answer won't come from anybody else but Weinert himself. That may not be satisfactory to his fans and detractors, but Weinert will at least have an answer that he will find sufficient for himself to live by, regardless of what anybody else thinks.

For almost seven years, Weinert was as green as the Kawasaki jersey on his back, as green as little green apples, certainly as green as all the money he must've been making which allowed him to afford the nicer things in life. Except for his short stay at Yamaha, Weinert's relationship with the Big K was as stable and consistent as his racing. He was with them for so long, it was one of those given things that any average motocross fans could accept for granted. The Jammer was even a solid component of Kawasaki's 1980 motocross team. Well, it looked that way, because it was no small surprise to many when it was announced the he had left Kawasaki earlier this year.

"Where to?" was the question asked most often of Weinert's next move. Rumors had him "definitely signed" with Husqvarna or Maico, but they were just rumors all the same. In fact, Weinert had quietly, though accidentally, tested out his fiance's brother's Can-Am 250 MX-6 and decided it was the bike to ride. From there he struck up a working relationship with Reseda Honda/Can-Am dealer Andy Kolbe to establish a privateer ride but without all the politics and bureaucracy that comes with riding under a factory banner.

But having a change in bike makes and campaign strategies is only one set of changes that have come into Weinert's life. A divorce about two years ago changed his financial status a bit. And after living in Laguna Beach for several years, Jimmy decided that the psychic oppression that the locale generated made it necessary to move somewhere else.

Weinert presently lives in a new home in the northwestern part of the San Fernando Valley, apparently free from past burdens and ready to jam on into the future and whatever it may hold for him.

It was mid-April at the time of this interview, with decent weather and sunny skies. Jimmy's house doesn't stand out from the rows of other tract-built specials in the neighborhood, but inside tells the story: Trophies decorate parts of the living room and other spots, a radio-controlled model road racer graces the fireplace mantle along with several pictures of Weinert in action. One wall of the garage is covered with helmets, documenting a long racing career as if, instead, Jimmy had been on hunting safaries.

Jimmy was busy working, surprisingly enough not on a motorcycle, but on a Yamaha go-kart. He was preparing to do battle later in the afternoon with good buddy Bruce Jenner. Once again, Jimmy Weinert was preparing himself to go out hunting.

It took you a year to get me!

Yeah.

Well, I mean I had nothing to talk about... And I would've probably been *really depressed.*

True. But you feel a whole lot better now, right?

It sounds "up" to me, if it sounds "up" to you.

Are you successful?

I *think* I'm successful. I was going through a quiet period where I was very tired.

That was a couple of years ago, wasn't it?

Yeah. The last time I was very successful was — well, last year was pretty successful, but Kawasaki didn't think so.

Why?

I don't know. I got second in the stadium series, fourth in the 250 (Nationals). I wasn't real happy with that, but I had good finishes. You see, if you don't win — seeing as I had been Number One — they probably say, "well, second's probably the best he'll

ever do again, so why give him more?"

So, why did you change from Kawasaki? You were with them for seven years.

This was the beginning of the seventh year.

The seven year itch, huh?

They say it's true; I'm beginning to believe it.

What about your current ride with Can-Am? Do you have a factory contract?

No.

Then, it's a privateer ride?

All privateer. That way we can do what we want.

Who's "we?"

Me and Andy Kolbe and my mechanic Steve Stasiefski.

How did the change in rides come about?

I think it was coming to a head (at Kawasaki). I know what I can suggest to mechanics and what I've learned over the years. And I think I was starting to believe some of the things that they were saying to me. I wasn't happy; I was feeling like I was in a cage. I was getting really depressed.

This seems to be similar to what Marty Smith told me a while go. Basically that the last year of his ride with Honda wasn't as good as it had been before.

It's the truth. My ride was good the whole way. I had good mechanics, but I wanted to keep having good mechanics. I'm not saying that I know everything, but — damn! — I know a little bit! I should have for seven years.

Specifically was it that you weren't communicating with your mechanics or your team manager?

Gary Matheson (Kawasaki's MX team manager); he's a new guy. He didn't know that much about motocross — in fact, he didn't know anything, but he had racing experience with snowmobiles, with which I'm sure he's very capable. I don't think he understood my personality: I'm not one to be told what to do, how to do — and I think that hurt me.

Was it ego?

I don't know, but the way I was feeling I decided I'd get out of there before something bad happened. This way everybody's happy, no-one's mad at anybody, we're all good friends. What more could you ask for?

Essentially, you got out while the going was good.

Like I said, before I ruined everything, I got the heck out of there... before I ruined my career. Everyone was so unhappy and I was wasting a whole year there.

Would some people interpret your move as the end of an effective career, since privateer riders have always had a hard time competing against the factories?

That's true, that's *very* true. But the way I look at it, I know you can beat the factories, especially at motocross.

How?

How? Because I'm Jimmy Weinert, and I've always beaten the factories. That's how I got my factory ride. I didn't get my ride by coming in strong seconds and occasionally winning a race. I was on a Maico when I was a kid, and I was beating them. I was beating the Yamaha guys, Husky and the others that were in it at the time. And I was just by myself.

But...

Yeah, I know: That times have changed and the only advantage they have is money. That's all they have, is money. And *I* have the know-how. That's what we're doing here as a privateer. I've got Steve Stasiefski, who I would say is a very renowned mechanic, after working for Maico, and being on the GP scene working for Brad (Lackey). I've got Andy Kolbe behind me. He's a very successful businessman and he knows how to run things. I think that between him and me, we'll be doing good.

Anybody else?

Bel-Ray, Electro, Bosch, Scott, Hi-Point boots, Gold Belt. Lectron Carburetors wants to help. That's another thing: Kawasaki didn't want me to try their (Lectron's) carburetors, and I said, "Hey! At least let's just test them."

Are you receiving any support from Can-Am?

Not at the moment. Maybe if I start winning and things look good they might say, "Let's send him something special."

They don't have anybody riding for them, do they?

No, not at all.

Is it a good bike?

As far as a production ride is concerned, I think it's very good. Very good power, the forks are very good. The choice of shocks is what I'm trying to think of now.

Are you going to change anything?

Oh, I'm going to mess around with the shocks and things. I like the way the bike works now; I've done some changes. I've got my own handlebars on and I've set the forks the way I like them and the shocks are working good. The thing now is that I've got to get familiar with it and *go*.

But, all things considered, the Japanese still have all kinds of tricks up their sleeves. How do you expect to beat them? It's like saying that you're going to take on the whole Russian Army.

That's exactly what we're going to do.

Are you going to hold them off at the pass, or attack head on?

I know everybody's going to make fun of my bike and say that Can-Ams can't handle, so they're going to have to watch out because I'll be out of control all the time... Naw, it's a good motorcycle. I feel confident, I feel great.

When you made the move from the big Japanese company, where it was like a big family...

I wouldn't say it's a family! When you're winning, you can have anything in the world. When you're not, you might as well go home.

Is it the Japanese racing philosophy?

I think so. But I think it's anybody philosophy, too: You gotta keep winning to keep 'em happy.

But people have bad days, bad luck. Don't they ever see it that way?

The people I used to deal with at Kawasaki used to see it that way. But there's a whole new regime in there and they don't want to, and I can't blame them.

What were your former superiors like?

Very friendly. Like Tim Smith, when I won the championships there. Very mellow person, nice, calm, never got excited. I didn't realize how nice it was to have a mellow team manager.

Is there any psychological reaction in moving from the security of a big company to going privateer? Is that why some riders who've done it have faded away?

I don't know. Maybe I'll experience it real quick here. I hope not, but I just might.

You said that Kawasaki took a long time to make changes on your bikes. Was it because of the way they did things that took so long?

I'd see pictures of Torleif's (Hansen) bike with things on it that we didn't have.

Did you ever come to the manager and ask why?

Yeah.

Put it this way: Were you always the last to know?

Yeah. I think the whole team and not just me. There's a whole lot of things that I still haven't figured out yet.

While you bailed out of Kawasaki, would it be safe to say that those still left behind on the team are unhappy?

I look at it this way: When I was young, I went through a lot of changes that were good and bad... (but) that's part of the whole thing — "We stick with you; you stick with us, right?" But I'm at a point in my life where I can't wait. I don't have time. The younger riders do, but I don't. I could stay around and just wait for my check, but this way I'll have a hell of a jump on next year.

Your career with Kawasaki had been for years one of the most stable relationships of professional motocross.

Well, they forgot it this year. You see, they'll forget you real quick.

When you weren't winning?

I don't know. Maybe. When a person has good ideas — they don't fire executives if they have one of those bad things; they just keep on going.

But you were getting more and more static.

No, not a lot of static. I could see that I was being held back.

Through new equipment and mechanics?

Our equipment was good this year. It was that the few changes I wanted to make, they didn't want to do.

Because...

Who knows why? I guess they just had their system. That's why I said it's a little slow now, but it's going to pick up and everyone's going to be happy again.

I was helping Jeff Ward a lot, but then what he said in *Cycle News* really hurt me. He said that I was too old and too fat to ride 125s and I didn't have a chance. He said how I can't outride Glover and all these guys and that I tried to psych him out, but I never psyched him out.

Why did Kawasaki want you to ride 125s anyway?

Their reason was that's their biggest market, and I can understand that. Then why didn't they put in Warren Reid, who weighs only 125 pounds, or get somebody else, and leave me where I'm (doing) good?

Did they try to justify their decision by saying that you have all this experience and that you could beat everybody else to the first turn?

Yeah, they did that.

Was it justifiable to have you ride 125s?

No. I knew I could try and win the championship or win a few races, but I didn't want to try it. I tried to psych myself up for it and I lost weight, but I wasn't happy.

Taking the Kawasaki brass' decision from another angle, was this just a discreet way to get you off the team?

That's possible, too, but I didn't want to look at it that way. I would've been really depressed.

I told them that they were going to need water coolers (sic) (on 125s) and they said no. I said that I wouldn't be the only guy on the line without a water cooler. And then we only got the bikes a week before the race (Hangtown).

So there was no time to set them up.

There was *no* time. You could see what happened to them at Hangtown. I think that what happened to them was a freak thing but they did have problems. Now they're out of the championship already. Like Jeff — he's out of it. The other guys break, but they usually don't.

Because they're tuned in with their bikes.

Exactly. (Broc) Glover's been the champion for three years. Tell me that they don't have it together?

So it seems that Kawasaki has approached this year's racing badly.

I wouldn't say if they're doing badly; it's just how they want to do things.

For a couple of years now, you've been called the "old man of American motocross." Are you getting tired of hearing that?

Yeah, what a drag. I'm tired of it. I'm 28.

When you consider your age with that of the European racers, you're not that old.

I'm young. Heikki Mikkola didn't win his first World Championship until he was 29.

The reason I'm the oldest is because I've been at it the longest. Now, soon, when you get the Marty Smiths, the Kent Howertons and the Marty Tripes, the Hannahs, they're all going to be old too, soon. Then we're going to have that regiment of older riders and it's going to be hard for the young guys to break in.

So, it will be just like Europe.

Sure, why shouldn't it be?

Then why all the emphasis on the young riders?

They're *fearless!* They put 'em out there, let 'em ride the bike; what do they know?

Weren't you fearless when you started racing?

Fearless? Hey! *I was the most fearless.*

Texas Pro Series

Filice fast at Wichita Falls ST

By J. K. Lacey

WICHITA FALLS, TX, MAY 16

San Jose's Jim Filice (Yam) started the three-race Texas Pro Series off right with a win on the Wichita Falls Speedway track. Showing why he was the nation's top Novice short tracker last year, Filice grabbed the lead from a mid front-row start and never looked back. Giving chase were the three Texans, Bubba Shobert (Yam), Mike Kidd (Hon) and Terry Poovey (H-D). Midway through the 15-lap event, Shobert got into the loose stuff in turn three and Kidd went underneath into second.

James Bradley (Bul) gave Poovey a good run for fourth, almost pulling even a few times but the laps ran out and Poovey had lost his first main event at the Wichita Falls track ever (he'd won *every* Pro race held there). Novice William Herndon (Bul) did both himself and his fellow first-year racers proud, copping a sixth and being the only Novice to make it through the evening's program and into the main.

Results

TEXAS PRO SERIES-ROUND ONE: 1. Jim Filice (Yam); 2. Mike Kidd (Hon); 3. Bubba Shobert (Yam); 3. Terry Poovey (H-D); 5. James Bradley (Bul); 6. William Herndon (Bul); 7. Steve Hall (Yam); 8. Odell Davis (Bul); 9. Steve Pendergraft (Yam); 10. Jay Beach (Yam).

Shobert shines at Ross Downs ST

By J. K. Lacey

DALLAS, TX, MAY 17

The second round of the Texas Pro Series moved into the Dallas/Ft. Worth area at Ross Downs on this Saturday evening, finding the quarter-mile flat track in its best shape yet. Playing to an overflow crowd, the riders put on a short track show that would be hard to equal anywhere, even though for many it was their first ride at the Downs.

With the Novices having their own program, Bill Herndon (Bul) served notice he wants to be the Central Region champ this year as he won his heats and semi by better than half a lap. With little competition in the Main he ran away with it likewise, but the action was for second. Billy Haynie (Yam) stayed with Herndon for a few laps, but the Euless, TX, leader stretched it out and slowly the pack overtook Haynie. Somewhere in the dogfight, John Johnson (Kaw), Warren Roberts (Suz) and Mike Mosel (C-A) bumped Haynie aside, Mosel establishing second, Johnson third and Roberts fourth.

The Junior/Expert Main pitted six different brands of motorcycles, riders from five different states, nine Experts and one lonely Junior. Mike Kidd (Hon) dropped the clutch at the same time starter Phil Dyson flashed the green, and it was thought by Phil that Kidd had an unfair advantage. Red flag! Kidd displayed his displeasure with motions and hard looks, while the crowd, depending on whose side they were on, likewise voiced their opinion. But Kidd, always the gentleman that he is, returned to his proper place in line.

Bubba Shobert (Yam) led laps one through four until a charge by "Captain" Kidd saw him up front and he brought along Ron Jones (Yam). This left Shobert in third, Terry Poovey in fourth, Steve Pendergraft (Yam) fifth and Jim Filice (Yam) sixth. Lap eight saw Shobert again wangle his way to the front, Kidd being able to pull alongside but not hold position through the corners. Shobert began to lengthen his lead, Filice's motor went dead, Jones settled in third and for the second consecutive night, Poovey garnered fourth.

Results

JR/EX MAIN: 1. Bubba Shobert (Yam); 2. Mike Kidd (Hon); 3. Ronnie Jones (Yam); 4. Terry Poovey (H-D); 5. Steve Pendergraft (Yam); 6. James Bradley (Yam); 7. Steve Gullege (Bul); 8. David Rush (Kaw); 9. Bret Braddy (Yam); 10. Jim Filice (Yam).

NOV MAIN: 1. Bill Herndon (Bul); 2. Mike Mosel (C-A); 3. John Johnson (Kaw); 4. Warren Roberts (Suz).

Capt. Kidd collects Devil's Bowl HM win

By J. K. Lacey

DALLAS, TX, MAY 18

For the first time in over five years, motorcycles returned to the Devil's Bowl half-mile dirt oval for an AMA Regional race and to complete the three-race Texas Pro Series. With sunny skies putting the temperature in the low 90s, the fans that packed the stands were in for some good racing as the big iron took to the track.

Don "Bubba" Shobert (H-D) topped the Expert field in time trials with a 21.27 clocking, followed by Terry Poovey's (H-D) 21.28, Mike Kidd's (H-D) 21.37, and from the Junior ranks a 21.38 from San Jose's Jimmy Filice (Yam).

Novice action saw the local favorite, Bill Herndon (Bul), lead his heat by a straightaway length only to have his motor seize. Badly needing the regional points and cash, he borrowed another 250 and qualified for the main surviving another seizure, only to have it happen again in the main.

Meanwhile, down from Newark, DE, John Spence (Yam) led wire to wire in the Main and the first five places never changed; Don Hamilton (Kaw) was second, Shon Stovall (Yam) third, John Johnson (Kaw) fourth and Bill Haynie (Yam) fifth. Up through the pack to finish sixth was the River City rider on the only Can-Am, Mike Mosel.

Filice served notice early, setting the fastest qualifying time of the second-year professionals, a time only three Experts bettered. His 500cc Yamaha single was putting the power to the ground as he ran off with his heat race and the Main.

Riding one of the few competitive Triumphs left was Millville, NJ's, Steve Hall, and did he thrill the crowd! Working his way up from a bad start, he lost his front wheel in turn one while attempting a pass into fourth place and found himself pinned beneath said Triumph. The red flag came out and he was given the usual eight minutes to clear his head and make repairs.

On the single file restart, Hall was up to seventh in two laps, fourth with one lap to go and the crowd went wild. Trying for a third in a do-or-die situation he pulled even on the outside of Steve Oort (H-D) down the backstretch, but finding his throttle stuck, wisely threw it away. Sad finish for such a fine effort. Gerald Bowman (H-D) had no trouble maintaining second, Oort third, Scott Adams (H-D) fourth and Jay Beach (H-D) fifth.

In the Expert Main, it was Mike Kidd (H-D) grabbing the lead with Bubba Shobert (H-D) trying the inside, then the outside. Shobert finally managed to get inside and led briefly, but the Captain came right back to snatch his lead back, making all the Army fans happy.

Just after the halfway mark, Terry Poovey (H-D), who had been lurking in fourth all weeekend, made his move past Ronnie Jones (H-D). One lap later, he dove under both Shobert and Kidd but his charge carried him out into the loose stuff in turn one and he lost it. A nice, rather easy slide down, but the Harley flopped over once or twice at the last moment and into the path of the oncoming Jones who caught a footpeg and fell. Bubba Rush (H-D), following Jones, threw his Harley down to avoid them both. Kidd and Shobert circled the track finishing first and second when the red flag, then the checkered came out followed by James Bradley (H-D), Steve Pendergraft (H-D) and Bret Braddy (H-D).

All in all it was a good weekend. The tracks were in good shape and close together, the purses right, and because of Royal Sherbet of Royal Enterprises, professional motorcycle racing returned to Texas in the out of doors.

Results

NOV MAIN: 1. John Spence (Yam); 2. Donald Hamilton (Kaw); 3. Shon Stovall (Yam); 4. John Johnson (Kaw); 5. Bill Haynie (Yam); 6. Mike Mosel (C-A); 7. Kenny Gregoire (Hon); 8. Dennis Gauetzmachel (Yam); 9. Warren Roberts (Suz); 10. Jay Halpain (Yam).

JR MAIN: 1. Jim Filice (Yam); 2. Gerald Bowman (H-D); 3. Steve Oort (H-D); 4. Scott Adams (H-D); 5. Jay Beach (H-D); 7. Taylor White (Yam); 7. James Pyle (H-D); 8. Terry Barnes (Yam); 9. Kennth Creasy (Suz); 10. Phil Culver (Yam); 11. Steve Hall (Tri); 12. Butch Brandon (H-D).

EX MAIN: 1. Mike Kidd (H-D); 2. Bubba Shobert (H-D); 3. James Bradley (H-D); 4. Steve Pendergraft (H-D); 5. Bret Braddy (H-D); 6. Kenny McDonald (H-D); 7. Mark Strother (H-D); 8. Rusty Gourley (Yam); 9. Jeff Davis (H-D); 10. David Rush (H-D); 11. Ronnie Jones (H-D); 12. Terry Poovey (H-D).

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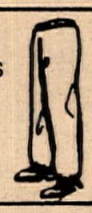

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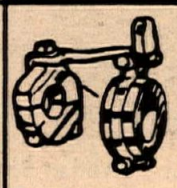

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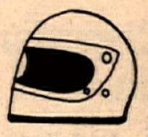

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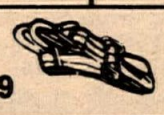

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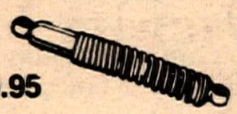

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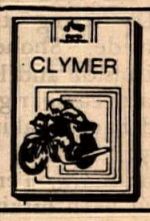

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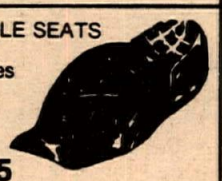

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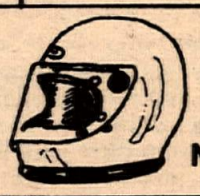

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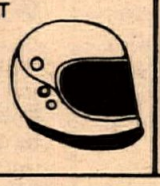

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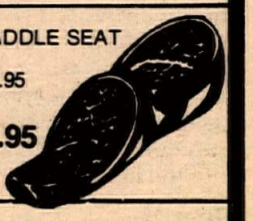

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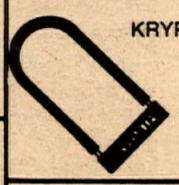

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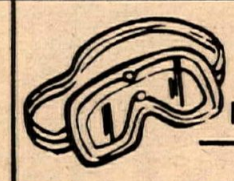

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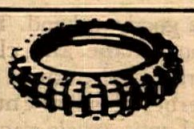

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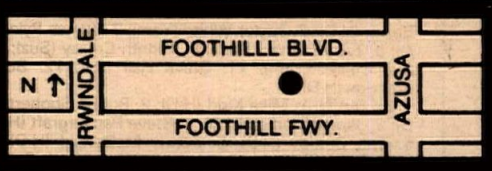

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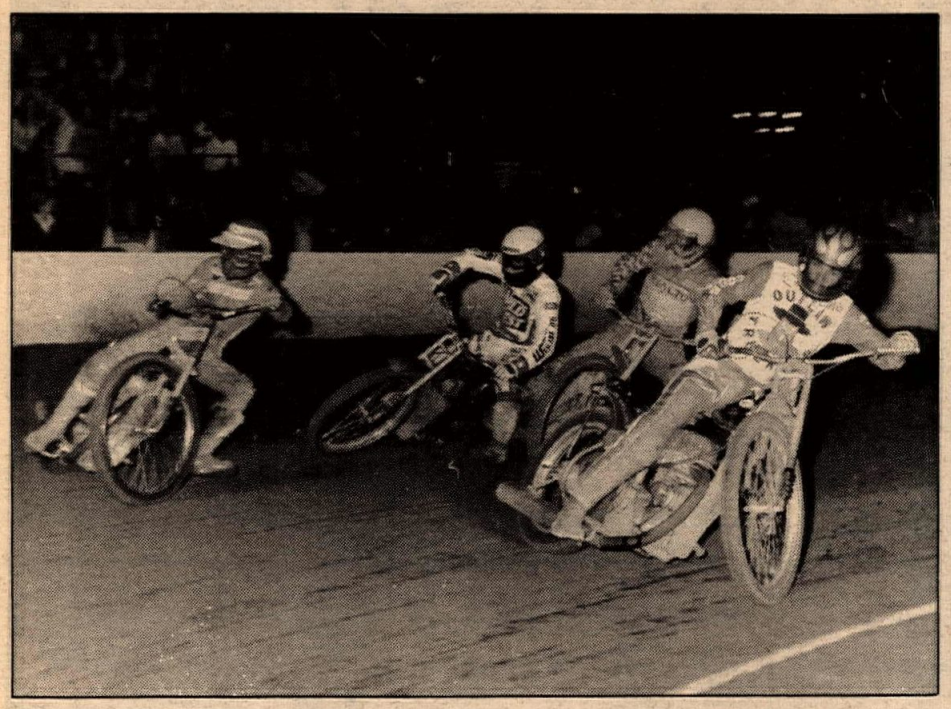

Kelly Moran, Lance King, John Sandona and Dubb Ferrell at San Berdoo.

Christian, DeTemple perfect night moves

By Bill R. Locey

VENTURA, CA, MAY 13

Here's what kind of night it was in Ventura Tuesday: The program's cover boy didn't show up. The riders couldn't decide whether to be disgusted with the track, the officials or each other. The loudest cheer of the night, worthy of a dozen Penhalls, went to The Loading Zone, a local headshop that buys program space, inadvertently mentioned by the announcer. There was a fight in the stands. And it was really cold.

Oh, and they had some motorcycle races, too. Alan Christian won the Scratch Main for the second week in a row here. Things were a bit easier for Alan this week since he didn't have to deal with Mike Bast who has been suspended from racing for 30 days for allegedly trying to send Irwin to the Moon.

Dave DeTemple, who always seems to be right there at the end, won the Handicap Main for the second time this season, taking all three of his rides off the 40. In between there were thrills and spills galore. Riders flew through the air, bounced off walls and each other at an alarming rate as DeTemple, Brad Oxley, Charlie Morse and mighty Moose Kennedy won the heats. Hair-raising near-crashes highlighted the Semis, won by DeTemple and Morse.

The Handicap Main was in a word, weird. Under the heading "In-Praise-Of-Long-Legs:" Shawn McConnell pulled an unintentional wheelie at the gate, came off the back but still held onto the handlebars and *ran* along behind his bike for about 15 yards, somehow got the front end down, then jumped back on and took off; an amazing save to be sure, but good enough only for last place — by plenty. The third turn was a turn for the worse for McConnell who went down hard, straining his abdominal muscles and finishing him for the evening.

Meanwhile, back at the race, everyone else was going fast. Grant Salyers, after building a temporarily big lead, unaccountably went down hard on the back straightaway, losing a one-on-one with the wall. DeTemple sensibly avoided all this and took the lead just before the race was red flagged. After a lengthy discussion — a shouting match actually — the race was declared complete with DeTemple the victor.

Christian was his usual awesome self in the Scratch portion of the program, winning all three of his rides. He was lucky too, unlike Lance King. On his first night back from a shoulder injury, King was kamikazied by Keith Larsen and both went down hard. King sprained his thumb, destroyed his motorcycle and was unable to compete in the Handicap Main. Christian, meanwhile, had built a sizable lead, but crashed all by his lonesome in turn one. Saved by the red flag, he easily won the three man restart. With one of his patented starts, Christian ended the suspense quickly in the Main as he took the lead on the first turn and never looked back.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Brad Oxley; 3. Dave DeTemple; 4. John Sandona.
HANDICAP MAIN: 1. Dave DeTemple; 2. Dan McNeill; 3. Charles Morse; 4. Grant Salyers; 5. Shawn McConnell; 6. Lance King.
SECOND DIVISION: 1. Bill Dunlap.
THIRD DIVISION: 1. Craig Bradley.
MATCH RACE: Frank Adamo def. Dan McNeill.

Christian, Gage star in Speedwayola

By Bill R. Locey

VENTURA, CA, MAY 20

While millions of pairs of baby blue eyes from sea to shining sea turned their attention to the final chapter of *Movieola,* a few hardy souls instead chose the fog and the drizzle at the Ventura Raceway Tuesday night. It would've been a great night to reshoot *The Hound Of The Baskervilles,* but instead they had motorcycle races. The scenario turned out to be a familiar one: "Darth Vader" Christian won the Scratch Main for the third week in a row. And Derek Gage, who won the Second Division Main here opening night, proved he belonged with the big guys by winning the Handicap Main.

In the Handicap heats, Gage, Charlie Morse, and the most popular moose since Bullwinkle, Moose Kennedy, were winners. The final heat found Marty Spellman first after two laps. As they slid around the first turn three riders wide, Spellman held his ground on the inside; the middle man Rusty Howard went down forcing the outside man, Shawn McConnell, into the wall, but he bounced off and kept coming. Meanwhile, crowd favorite John Sandona passed Spellman on the back straightaway for the lead. McConnell, with a memorable lap of crazy riding, went from last to second. Dave DeTemple went under Spellman on the last turn for the final transfer spot.

And no one caught Gage in the other semi, or all night for that matter. The young man out of Oklahoma ate up yardage like the Sooner wishbone while cruising to an easy win in the Handicap Main. It took King three laps and Christian until the final turn to get by Kennedy for the second and third spots.

The Scratch portion of the program featured that venerable springtime rerun, The Alan Christian Speedway Show. He won his heat, his semi and the Main. King made it close in the Main, but not that close. Christian, number two like Avis, simply tries harder. Mike Bast remains on suspension.

Shawn McConnell, always fun to watch since he either crashes, wins, or almost wins, didn't make either Main this week but salvaged some measure of revenge by taking both Consolation races.

Speedy Greg Ayers won the Second Division Main, but not without considerable help from Bill Dunlap's motorcycle. After building a substantial lead, Dunlap's motor went south and he rolled to a stop with only half a lap to go. Expletives deleted.

Craig Bradley took Third Division honors for the second week in a row, but with more drama this time. Ken Williams led the race for 3 ¾ laps only to have Bradley pass him on the final turn and win by a wheel.

Will Christian win again? Will Becker, Woods, Sims and Moran show up? Stay tuned...

Results

SCRATCH MAIN: 1. Alan Christian; 2. Lance King; 3. Brad Oxley; 4. John Sandona.
HANDICAP MAIN: 1. Derek Gage; 2. Lance King; 3. Alan Christian; 4. Moose Kennedy; 5. Grant Salyers; 6. John Sandona.
SECOND DIV: 1. Greg Ayers.
THIRD DIV: 1. Craig Bradley.
MATCH RACE: 1. Jan Ballard def. Mike Muntean.

DeTemple and Lindwall score at San Bernardino

By Scott Daloisio

SAN BERNARDINO, CA, MAY 21

Dave DeTemple scored a convincing victory in the Scratch Main at Inland Motorcycle Speedway Wednesday night. DeTemple, who started in the number two position, and pole sitter Kelly Moran moved out front at the start. DeTemple took the low groove coming out of turn two to take the lead ahead of Moran, John Sandona and Brad Oxley. Moran stayed with the high side of the track and pulled even with DeTemple on lap two in turn two. They stayed side by side down the back straight and into turn three. Just as the "Wizard of Balance" edged past DeTemple for the lead, he lost control of his bike and went down. With Moran out, Sandona inherited second. DeTemple's bike began to have motor problems at the end of lap three but his huge lead was too much for second-place finisher Sandona to overcome. Oxley finished third with Moran fourth.

Louis Lindwall, coming from the 20 as a reserve rider (he replaced Mike Bast who was ill), took his second Handicap Main at IMS this season. Jack Kee and Jan Ballard jumped out front at the start ahead of Lindwall, Lance King, "Dangerous" Dubb Ferrell and Dave Sims. Kee took the low groove and Ballard used the cushion as they staged a torrid duel for the lead through the first two laps. Lindwall took the lead in turn two on lap three as he blasted by Kee and Ballard on the inside. Kee and Ballard continued their exciting battle for second until Sims snuck through on the inside followed by Ferrell on the back straight on the final lap. Lindwall took the win by a comfortable margin over Sims, Ferrell, Kee, Ballard and King.

Popular Tom Hughes took the victory in the Second Division Main over Dwight Hill. Hughes fought off Hill on lap one and stayed in front the rest of the way. Troy Fisher tried to go around Hill for second in turn one on the third lap, but fell when he got too high and was in the loose stuff. The race was red-flagged at the end of lap three when last week's main event winner, Mark Milazzo, took a hard tumble down the front chute. Milazzo was uninjured, but the race was called complete as they had gone over half the distance. Hill took second over Grant Salyers, John Foster, Fisher and Milazzo.

Gary Faas became the first two-time winner in Third Division at IMS in 1980. "Hollywood" Steve Bauer had problems with his bike at the start and pulled into the infield. It looked like Bauer was history as he pulled into the infield, took off his helmet and began a conversation with the "Voice of Speedway," Bruce Flanders. The pit gate then opened and Gene Woods came out loaning his bike to Bauer.

Steve Rogers took the lead over Don Bovee at the start. Cary Faas and Bovee touched wheels in turn two on lap one giving Faas control of second. Rogers' motor went sour as he completed lap one giving the lead to Faas. Faas went on to win by a comfortable margin over Bovee, Mark Stahovich, Bauer (who had motor problems on Woods' bike at the start), Margo King and Rogers.

Mark the date June 11 on your calendar as Bruce Penhall will return from England to ride at IMS.

Results

SCRATCH MAIN: 1. Dave DeTemple; 2. John Sandona; 3. Brad Oxley; 4. Kelly Moran.
HANDICAP MAIN: 1. Louis Lindwall; 2. Dave Sims; 3. Dubb Ferrell; 4. Jack Kee; 5. Jan Ballard; 6. Lance King.
SECOND DIV: 1. Ton Hughes; 2. Dwight Hill; 3. Grant Salyers; 4. John Foster; 5. Troy Fisher; 6. Mark Milazzo.
THIRD DIV: 1. Cary Faas; 2. Don Bovee; 3. Mark Stahovisch; 4. Steve Bauer; 5. Margo King; 6. Steve Rogers.
MATCH RACE: 1. Margo King def. Jim Fishback.

King and Moran lead Ascot attack

By Gary Hoffman

GARDENA, CA, MAY 22

If you weren't out at Ascot last Thursday evening, you missed some of the fastest racing yet this year.

Gary Ford (who up till last week had $8.00 to his name) started the evening making the quarter-mile track look like a Sunday drive, winning three of his first four events until a mechanical problem pulled him out early from the Handicap Main. Ford hails from Ontario, Canada and has done quite a bit of racing since 1975. In 1977 Gary started racing in New York and in '78 went on to England for a year.

Lance King pulled out a tight win

over a very quick Kelly Moran in the Scratch Semi. But Kelly was not to be stopped as he came from the 60-yard line to take the number one spot in the Handicap Main on the very last lap over some very hard and impressive riding by Moose Kennedy who also won two earlier events. Jeff Tomlin was third.

In the Scratch Main, Moran and Ford both had mechanical problems allowing King and Charlie Morse to battle it out. And battle they did. King could never get out far enough to stop Morse from breathing down his neck but managed to hold his lead to take the checkered flag.

Results

SECOND DIV. MAIN: 1. Jeff Carmello; 2. Jimmy Odell; 3. John Foster.

HANDICAP MAIN: 1. Kelly Moran; 2. Moose Kennedy; 3. Jeff Tomlin.

SCRATCH MAIN: 1. Lance King; 2. Charlie Morse; 3. Kelly Moran.

Christian breaks Bast's record at Costa Mesa

By Ken Kellogg

COSTA MESA, CA, MAY 23

To combat the gusty, cold winds on Friday night, Costa Mesa created a warm gust of its own. Alan "Crazy" Christian shattered Mike Bast's record for most Scratch Main wins in a row (was six, now seven).

Christian was understandably nervous, he was on the verge of breaking a Mike Bast record, something not too many have done. Before the race, Christian said he felt like he was at the Nationals; he rode like it and won every scratch heat race he was in.

In the Main, started by flag due to a gate malfunction, Christian faced Dubb Ferrell, Brad Oxley and Tom Burba. Alan took the start and was never really threatened though he knew both Ferrell and Oxley were hot on his tail. When he crossed the finish line first with a victorious fist raised, the fans went wild; the track hero had beaten the record. Alan received a well-deserved standing ovation and the appalause wouldn't quit. Finishing behind Christian were Ferrell, Oxley and Burba.

In the Handicap Main, Christian rode from the 60-yard line and in the final turn, was about a half length behind leader Jeff Carmello. With a final burst of power, Alan just squeezed by Jeff for the win.

Finishing behind Christian and Carmello were Shawn McConnell and Jack Kee.

The Second Division Main was won by John Foster from the zero-yard line. He defeated ten-yard line rider Wes Randolph and reserve rider Dennis Ransford.

The question now is how many consecutive Scratch Mains Christian can win without being stopped. Quite a number of riders are capable of defeating him, but none has, and so far no one has even beaten Christian off the starting line. Mike Bast and many other hopefuls will be there next Friday night to try and halt the Crazy man's reign. ●

Results

SCRATCH MAIN: 1. Alan Christian; 2. Dubb Ferrell; 3. Brad Oxley; 4. Tom Burba.

HANDICAP MAIN: 1. Alan Christian; 2. Jeff Carmello; 3. Shawn McConnell; 4. Jack Kee; 5. Tom Burba; 6. Dave DeTemple.

SECOND DIV. MAIN: 1. John Foster; 2. Wes Randolph; 3. Dennis Ransford; 4. Gary Ford; 5. Moose Kennedy; 6. Cary Faas.

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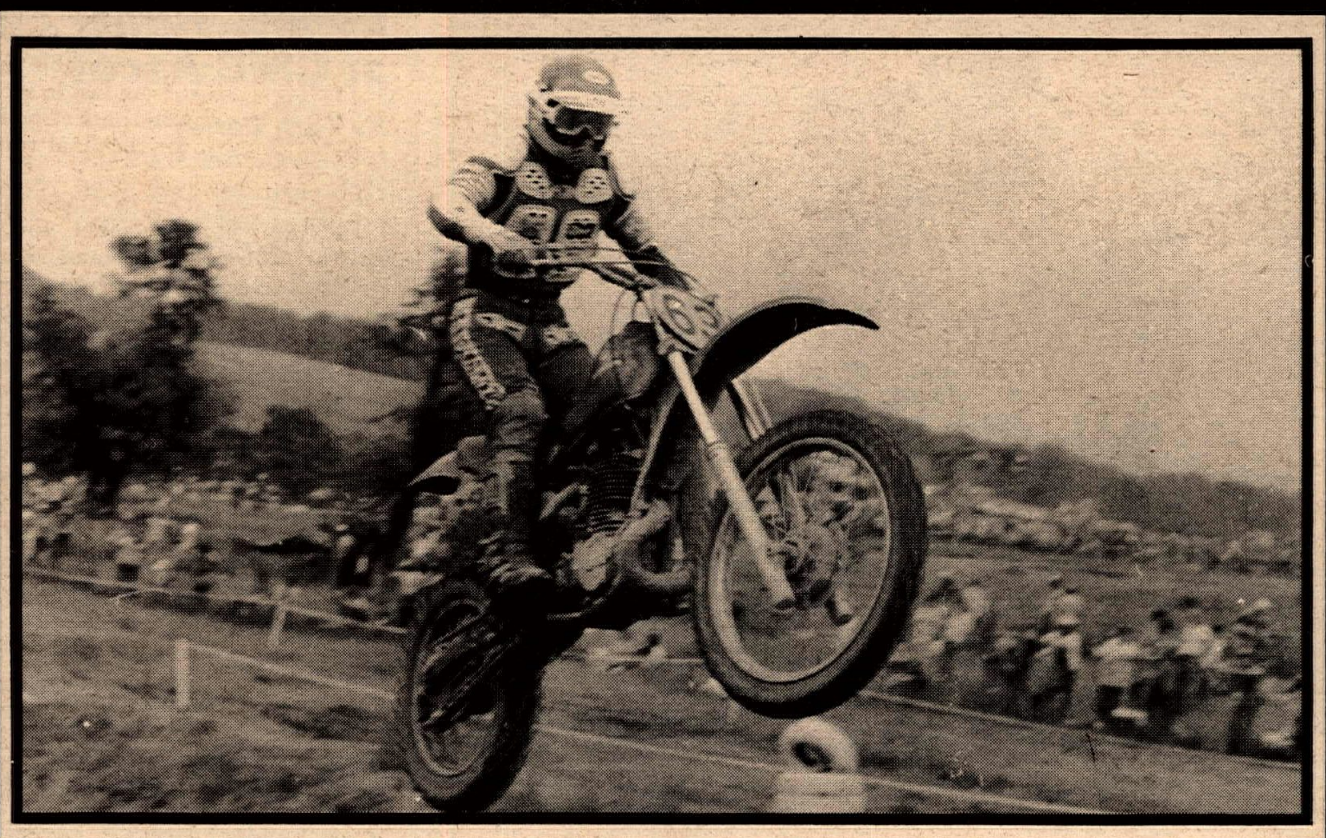

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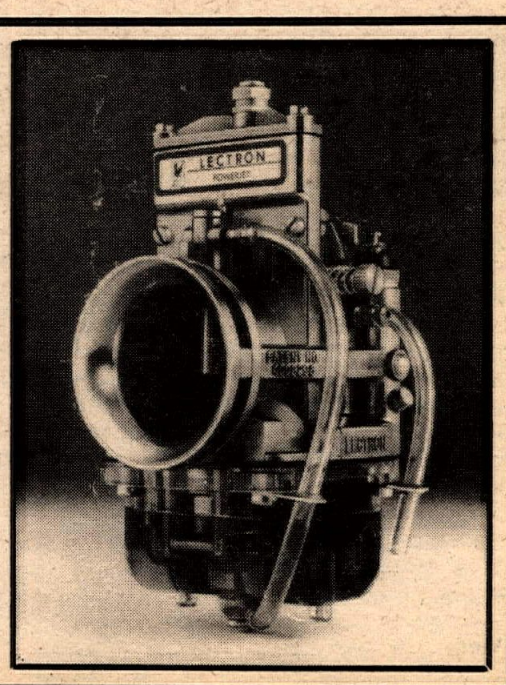

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Ron Turner won two of the three Pro classes at CMC's $3000 MX.

Turner triumphs twice at CMC $3000 MX

By Terry Whytal

ORANGE, CA, MAY 18

Suzuki's bionic test rider Ron Turner went for the gold at this Continental Moto-sports Club motocross. With a $3000 purse up for grabs, Turner came prepared for a hat trick victory but mechanical problems kept him from topping the 125cc Pros and a tough field of local riders kept him on the gas in route to winning the 250cc and Open Pro classes.

Husky rider Alan Smith and Yamaha-mounted Pete Snorteland provided the main competition for Turner in the Open class with Smith eventually following Turner to the checkers with a 3-2 score and second overall for the day. Snorteland looked set to pick up the second place money until two laps from the finish when his front tire went flat, dropping him to an eighth place finish and fifth overall.

Robert Marino kept his big-bore Yamaha on the gas to finish with a consistent 4-4 score and head home with the third place loot with Doug Boyd powering his KTM across the finish for fourth.

The 125cc Pro riders banged bars, bikes and bodies for most of the duration of their two motos with at least four different riders challenging for the lead at any given moment. A.J. Whiting topped the first moto ahead of fellow Yamaha riders Gary Dircks and Todd Petersen.

The best shows on the track were provided by Ron Turner as he worked up from a bad start to compete for the lead before dropping back to 15th with mechanical ills, and Yamaha rider Rick Maki who dazzled the spectators by waving to the crowd while flying one-handed down Banzai hill!

Moto two of the 125cc Pros looked like a Turner runaway as he powered into the early lead and opened up a 10-second margin over second place runner Petersen, before blowing his transmission with two laps to go. Petersen went on to win the moto and earn the overall victory ahead of Dircks, Whiting and Dale.

Best racing of the day came in the second 250cc Pro moto. Turner had won the first moto with a 15-second lead over DG rider Snorteland, who had his hands full holding off the late race charges of Can-Am rider Juan Benavidez.

The second moto played to a different script as Yamaha rider Bill Ouellette charged into the early lead ahead of Honda-mounted Tony Gomez. Andy Northrup settled his Yamaha in at the third place slot with Bill Keefe moving his Mugen Honda into fourth. Turner, Snorteland and Benavidez had all gotten off to a slow start and were stuck in mid pack as the first lap was completed.

By lap five the race had become an eight rider battle with Snorteland in fourth, Benavidez fifth and Turner in seventh. Keefe detuned himself by getting off hard in the sandwash and had to cruise to the finish.

At the halfway point the charge for the finish had narrowed to just four riders: Northrup, Snorteland, Benavidez and Turner. Northrup managed to break free from the pack and settled into a 10-second lead but the battle for second was fierce since it would decide the overall winner.

Turner found a few extra ponies and powered past Benavidez and Snorteland as the one-lap flag came out. Turner cut Northrup's lead in half at the checkers but time had run out. The overall win was Turner's however, with Snorteland second, Benavidez third and Craig Gormley slipped his Yamaha in for fourth.

Results

OPEN PRO: 1. Ron Turner (Suz); 2. Alan Smith (Hus); 3. Robert Marino (Yam).
250cc PRO: 1. Ron Turner (Suz); 2. Pete Snorteland (Yam); 3. Juan Benavidez (C-A).
125cc PRO: 1. Todd Petersen (Yam); 2. Gary Dircks (Yam); 3. A.J. Whiting (Yam).
OPEN INT: 1. John Lusignan (Yam); 2. Micky Dymond (Mai); 3. Ryan Helzer (Mai).
250cc INT: 1. Phil Riddle (Kaw); 2. Marc Crosby (Yam); 3. Fred Nichols (Yam).
125cc INT: 1. Richard Sands (Suz); 2. Vaun Butler (Yam); 3. Micky Dymond (Hon).
OPEN JR: 1. Angelo Ficarotta (Hus); 2. John Lundgreen (Yam); 3. Mike Zielinski (Suz).
250cc JR: 1. Joe Green (Hon); 2. Paul Fitz-Gibbons (Yam); 3. Don Sieuertson (Yam).
125cc JR: 1. Bruce Jackman (Kaw); 2. Jon Warneke (Suz); 3. Chris Boiteau (Suz).
MINI JR: 1. Scott Hollowey (Suz); 2. Michael Lieber (Yam); 3. Hal Eller (Kaw).
MINI INT: 1. Chris Gables (Yam); 2. Chris Taylor (Kaw).

Lunde, Turner duel at CMC Ascot

By Tom Corley

GARDENA, CA, MAY 14

Tim Lunde and Ron Turner fought it out at Ascot Park and Lunde came through as the king in the 250cc Pro class while Turner took home the lion's share of the loot as he blew away both the 125 and 500cc class riders for the big overall wins.

Lunde was most successful this evening in the 250cc Pro race and in the first moto he was neck to neck with Radical Ron Turner. Lunde kept ahead but still within passing distance. Turner could not catch him, though, and had to settle for second while Frank Fitzgerald took third.

In the second and deciding moto Lunde reached out ahead again and got the lead that he wanted and this gave him the advantage. Lunde held on to it down to the finish and this time Fitzgerald strutted in second and kept Turner behind. On the payoff list it was Lunde, Fitzgerald, Turner and Pete Murray.

There were three divisions of the 125cc Junior class and some fantastic racing was seen in all cases. There are so many Yamahas and Suzukis around that whenever another make of bike wins a race it seems quite different. It was notable that a KTM won the 125cc Junior division three class with Steve Haddon from KTM West of Anaheim at the controls. In the first moto Rick Kramer got it on and led till the finish so he took the win over Haddon and Robby Moore. Haddon cranked his KTM in the more important second moto and took first for the overall win. Kramer was back in fifth and this hurt his score drastically. Steve Rawlinson managed a 4-2 score and this gave him a second place trophy over Kramer and Terry Anderson.

Results

MINI JR DIV 1: 1. Terry Woody (Yam); 2. Brad Moreau (Yam); 3. Brock Suter (Yam).
MINI JR DIV 2: 1. Rich Fleming (Kaw); 2. Mike Hughes (Suz); 3. Steve Evinger (Suz).
MINI INT: 1. Duane Summers (Yam); 2. Dean Peterson (Yam); 3. Gary Ybarra (Mug).
100 JR: 1. Blake Vitali (Yam); 2. Jim Cobham (Yam); 3. Bill Delgado (Suz).
125 JR DIV 1: 1. Danny Mattis (Yam); 2. Paul Ellis (Suz); 3. Ed McMillin (Hon).
125 JR DIV 2: 1. Scott Crawford (Suz); 2. Jerry Greer (Suz); 3. Steve Bainter (Yam).
125 JR DIV 3: 1. Steve Haddon (KTM); 2. Steve Rawlinson (Suz); 3. Rick Kramer (Yam).
125 INT: 1. C. Westergaard (Yam); 2. Randy Sciarra (Suz); 3. Dave Bradshaw (Suz).
125 PRO: 1. Ron Turner (Suz); 2. Tim Shelton (Yam); 3. Glenn Page (Suz).
250 JR DIV 1: 1. John Stapleton (Yam); 2. Darrell Russell (Hon); 3. Doug Davenport (Yam).
250 JR DIV 2: 1. Gary Sewell (Amx); 2. Allen Padilla (Kaw); 3. Mike Tarkington (Kaw).
250 INT: 1. C.J. Wenner (Suz); 2. Tom Watanabe (Hon); 3. Denny Vorndran (Suz).
250 PRO: 1. Tim Lunde (Yam); 2. Frank Fitzgerald (Hon); 3. Ron Turner (Suz).
500 JR: 1. Mike Stepak (Hon); 2. Tom Simpson (Yam); 3. Jim Kesler (Yam).
500 PRO: 1. Ron Turner (Suz); 2. Dale Lewis (Mai); 3. Alan Smith (Hus).
OVER 30: 1. Tom Simpson (Yam); 2. Willliam Misener (Yam); 3. Bob Crosta (KTM).

Ouellette blasts AME night MX

By Judy Greenberg

VALENCIA, CA, MAY 16

A large turnout of riders filled the classes for an exciting night of racing with American Motocross Enterprises at Indian Dunes.

International M/C's Bill Ouellette piloted his Yamaha to pick up back to back wins in the 250cc Pros. Dean Taylor led the first couple of laps until he was passed by the Can-Am of Danny Thompson. Taylor stayed right with Thompson trying to get the lead back, but went down in the esses and put Thompson out in front by himself. Ouellette closed the gap and took over when Thompson went down. Ed Arnet (Yam Mtr. Corp.) had control of second as Kal-Gard's Bob Kline moved steadily through the pack, his first time out on a Yamaha. Kline reached Arnet's side as they headed for the checkered and slipped a wheel underneath for the second place finish.

Ouellette took it to the wire the second time out. Arnet passed Thompson for second as Kline was breaking through traffic. Once by Mark Armendola, Kline then overpowered Thompson in the next lap to finish third. Arnet went 3-2 for second overall, over Kline's 2-3 for third.

Kirk Sturgeon (Int. M/C) and Andy Jannings (Track 'n Travel) swapped moto wins in the 500cc Pros, with Jannings coming out on top.

It was Sturgeon all the way in moto one, with Jannings defending second from Greg Torgerson the entire eight laps. Rob Tolleson passed Doug Taft for fourth.

Jannings took immediate control of the second gate with a flawless ride to the finish. Sturgeon pressed Torgerson for second, getting by at the halfway point, while Chris Lowitz, Nick Athans and Tolleson scrambled in the next positions. Athans snagged fourth from Lowitz at the tower, falling back to seventh.

The 125cc Pros seemed to be hit with disaster, losing several riders to the fate of an off-side slippery rut on the back jump. When it was all over, Steve Schmitz (Int. Yam) picked up the win with a 1-2 ride, followed by John Whelchel (3-3) and Chip Johnson (9-1). Johnson holeshot and led the first laps of moto one, but went down hard, putting Schmitz in control with Bob Kline's new Kal-Gard Yamaha in second. Jerry Shore (American Honda support) was riding strong in third as John Whelchel (Int. M/C/MX Fox) closed in and a battle ensued. Whelchel got by and as Shore prepared to take it back he went down hard, being joined by Mark Bledsoe and both riders DNF. Jeff Stanford finished fourth behind Whelchel.

The second time Stanford (Yam Mtr. Corp.) led the early laps, only to lose it in the same spot. Schmitz took over until he was passed by Johnson. They ran nip and tuck for first with Kline closing in third. In the last lap, Kline fell to the fate of the rut, forcing him to DNF and giving Whelchel third.

Results

500 PRO: 1. Andy Jannings (Mai); 2. Kirk Sturgeon (Yam); 3. Greg Torgerson (C-A).
500 INT: 1. Adam Ford (Hus); 2. Andy Richard (Yam); 3. Charlie Strong (Suz).
500 JR: 1. Mike Wright (Yam); 2. Mike Stepak (Yam); 3. Robert Gilbert (Yam).
500 BEG: 1. Randy Kordes (Yam); 2. Kurt Rodas (Yam).
VET JR: 1. Ron Cole (Suz).
250 PRO: 1. Bill Ouellette (Yam); 2. Ed Arnet (Yam); 3. Bob Kline (Yam).
250 INT: 1. Kevin McDonald (Yam); 2. Greg Atkinson (Hon); 3. Brand Johnson (Suz).
250 JR DIV 1: 1. Rodger Williams (Hon); 2. Kent Bartels (Hon); 3. Chris Colquhoun (Hon).
250 JR DIV 2: 1. David Thayer (Yam); 2. Jeff Beuchillon (Kaw); 3. Mark Black (Suz).
250 BEG: 1. Glenn Malquist (Yam); 2. James Holman (Hon); 3. James DeSpain (Suz).
125 PRO: 1. Steve Schmitz (Yam); 2. John Whelchel (Yam); 3. Chip Johnson (Hon).
125 JR DIV 1: 1. Rob Mansfield (Yam); 2. Craig Lynch (Suz); 3. Mike Washko (Hon).
125 JR DIV 2: 1. Jon Alexander (Hon); 2. Bobby Byrne (Hon); 3. David Mitsuguchi (Suz).
125 JR DIV 3: 1. Darin Hargis (C-A); 2. Mike Wolfe (Hon); 3. Kevin Brewis (Yam).
125 BEG: 1. Ron Stewart (Suz); 2. David Wright (Suz); 3. Steve Layne (Suz).
WOMENS DIV: 1. Cindy Dumo (Kaw); 2. Randi

Ehrenborg (Suz).
100 EX: 1. Jack Greenberg (Suz).
100 INT: 1. Zoli Meszaros (Yam); 2. Jim Boyd (Yam); 3. Gene Stephens (Suz).
100 JR: 1. John Peter (Suz); 2. Herman Loaiza (Suz); 3. Bill Delgado (Suz).
83cc EX: 1. Larry Brooks (Hon); 2. Rick Hemme (Suz).
83cc INT: 1. Glen Commans (Yam); 2. Bob Simons (Yam); 3. Cindy Dumo (Kaw).
83cc JR: 1. Chris Wallis (Yam); 2. Jim Spotts (Suz); 3. Wesley Furrh (Yam).
ODYSSEYS MOD: 1. John Callahan.
ODYSSEYS STK: 1. Todd Carmody; 2. Jerome McAuliffe; 3. Peter Gorczok.

Guth gasses it at OCIR MX

By Tom Corley

IRVINE, CA, MAY 15

The crowd has been pretty heavy lately at OCIR and more people all the time are showing up to discover the excitement of this every Thursday night motocross race.

There was a very fast Mini Intermediate class that started things off tonight. Paul Denis led his event with no sweat while Chris Sparks proved to be the second fastest rider on his Kawasaki. Lightning Tony Linehan held off Scott Burns for third and fourth.

At the same time that the Mini riders were on the track so was a special 100cc class race. Usually no 100cc riders show up at all but this time there were four contestants so they had their own class Ed Bravo signed up for the 100cc class and ended up taking two first place wins which gave him the trophy over Brian Doldge, Mike Medun and Dan Brubeck. Bravo proved that an old Honda can still get around the track and even take a win.

"Gassin'" Andy Guth, as his friends call him, snuffed everybody in the 250cc Pro class. If he isn't getting any help from any sponsors he should be! Guth did receive some good competition from Matt Devich who, like Andy, rides a Kawasaki. Devich edged out Guth in the first moto while Matt Nelson took third. Things reversed in the second moto though and this time Guth took over the first place win. They collided as they went into the first turn but did not go down. David Behlines on a Yamaha ended up coming closest to Guth in this final moto because Devich found the going to be a little rougher. Once Matt went through the flags and off the track after he lost control while coming off the Supercross style jumps. Overall it was Guth, Devich, Behlines and Matt Nelson.

Results

MINIBEG DIV 1: 1. Paul Honescko (Suz); 2. Tad Cates (Suz); 3. Chuck Collins (Yam).
MINI BEG DIV 2: 1. David Perry (Suz); 2. Steve Evinger (Suz); 3. Doug Hawkins (Hon).
MINI INT: 1. Paul Denis (Yam); 2. Chris Sparks (Kaw); 3. Tony Linehan (Yam).
100: 1. Ed Bravo (Hon); 2. Brian Doldge (Yam); 3. Mike Medun (Suz).
125 BEG DIV 1: 1. Larry Woody (Suz); 2. Paul Colston (Suz); 3. Darrell Wall (Suz).
125 BEG DIV 2: 1. Darryl Dobbins (Yam); 2. Rusty Taflinger (Yam); 3. William Kelly (Yam).
125 BEG DIV 3: 1. Rob Hendricks (Yam); 2. Mike West (Yam); 3. Debbie Matthews (Kaw).
125 NOV: 1. John Whitfield (Yam); 2. Don Myron (Suz); 3. Mark Stubbs (Kaw).
125 INT: 1. Randy Skinner (Hon); 2. Vaun Butler (Yam); 3. David Fontes (Yam).
125 EX: 1. Rick Jackson (Yam); 2. Jeff Edwards (Suz).
250 BEG: 1. Paul Bassett (Yam); 2. Larry Gress (Yam); 3. Rick Merrill (AMX).
250 NOV DIV 1: 1. Jerry Lohr (Suz); 2. Brent Shermak (Hon); 3. Rich Stuetzel (Hus).
250 NOV DIV 2: 1. Paul Fitzgibbon (Yam); 2. Jeff Wright (KTM); 3. Rob Hall (Hus).
250 INT: 1. Pete Burd (Hon); 2. Wayne Reid (Yam); 3. Bruce Deacon (Yam).
250 EX: 1. Andy Guth (Kaw); 2. Matt Devich (Kaw); 3. Dave Behlines (Yam).
500 BEG: 1. Dave Collins (Kaw); 2. Chris Merrill (CZ).
500 NOV: 1. Craig Galloway (Yam); 2. Michael Bomer (Hus); 3. Doug Rand (Yam).
500 INT: 1. Glen Senecal (Yam); 2. Jim Speight (Yam); 3. Harold Johnson (Suz).
500 EX: 1. Andy Guth (Kaw); 2. Scott Cavness (Suz).

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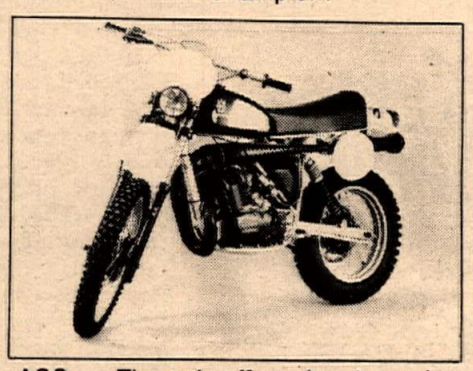

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Rich Jackson (70S) and an unidentified rider dice in DeAnza's 125cc Pros.

Craig Dale (8) and Rick Maki battled it out at Corona.

Zitterkopf, MacCracken, and Kehoe at DeAnza D-37 MX

By Ron Lawson

SUNNYMEAD, CA, MAY 18

Greg Zitterkopf made it two wins in a row by taking the AMA District 37 250cc Pro class at DeAnza Cycle Park. It was one of the hottest days so far this year, but that didn't stop Zitterkopf from putting in a strong 2-1 finish to take top honors.

Moto one belonged to Eric MacCracken (Yam) who spent three laps following Mark Barnes (Yam) before taking the lead. Zitterkopf had his work cut out for him right from the start as he rounded the first lap in ninth place, but he picked off riders every lap to put himself in fourth by the halfway point. It took him five laps aft that to move into the number two spot, where he eventually finished. MacCracken crossed the finish line with a healthy lead while Zitterkopf held off Fred Combs (Kaw), David Bekling (Yam) and Jon Frieson (C-A).

In round two, MacCracken bailed off on the first lap while David Pettigrew (Kaw) moved into the lad. Zitterkopf moved into second by lap four and then the battle started. Pettigrew didn't want to give up the lead and for seven laps they were elbow to elbow in the turns and down the straights. Zitterkopf finally took over and took it home while Pettigrew fell back to third behind Combs. Overall it was Zitterkopf, Combs, MacCraken, who managed to get fourth in the second bout, Bekling and Pettigrew.

Erik Kehoe (Yam) was the hands down winner in the 125cc Pro class, taking both motos after passing early leader Varney Holbrook (Suz). In moto one, Rick Jackson (Yam) got a poor start, but knifed his way through the pack to eventually finish second over Holbrook. In the next moto, however, Holbrook held Jackson off all the way to the end for second place cash.

Eric MacCracken dominated the Open Pro class so thoroughly that the race was almost boring. He was on top of every lap of both motos with Rob Tolleson (Yam) in second and Eddie Michetti (C-A) in third.

In the Open Intermediate class, Ken Campbell rode the same Can-Am that took Michetti to third Pro and, with no experience on machinery bigger than a 125cc, he took the win. Moto one saw him take over after Rollie Smith (Hus) and Alan Thompson (Kaw) both crashed. Frank Said (Mai) made a late charge but had to be satisfied with second. Race two saw Campbell lead every lap with Said coming in second once more ahead of Don Gossett (Mai).

Results

PEE WEE: 1. Mark Hoopingarner (Suz); 2. Eddie Rosalesgi (Suz); 3. Bobby David (Suz).
PEE WEE: 1. Mike Michetti (Yam); 2. Allen Brehm (Yam); 3. John Rincon (Ka)w.
MINI BEG: 1. Eric Fraser (Yam); 2. Danny Cantley (Kaw); 3. Pete Peterson (Yam).
MINI NOV: 1. Mike Thompson (Kaw); 2. Tom Combs (Kaw); 3. Glenn Clark (Yam).
MINI INT: 1. Joe Rincon (Kaw); 2. Jason Rincon (Kaw); 3. Jim McManus (Suz).
MINI EX: 1. Donnie Sigrist (Suz); 2. Tracy Meeks (Yam).
100 BEG: 1. Frank Mihaloric (Suz); 2. Eric Kehoe (Yam).
125 BEG: 1. Jeff Eden (Hon); 2. Cal Stuebner (Yam); 3. Larry Shafer (Kaw).
125 NOV: 1. Scott Grose (Suz); 2. Ti Swartz (Yam); 3. Larry Daviel (Yam).
125 PRO: 1. Erik Kehoe (Yam); 2. Varney Holbrook (Suz); 3. Rick Jackson (Yam).
250 BEG: 1. Peter Cervantes (Suz); 2. Frank Kadvziner (Hon); 3. Jesse March (Yam).
250 NOV: 1. Scott Hodgson (Yam); 2. Melual Gilder (Hon); 3. Michael Tarkington (Kaw).
250 INT: 1. Mark Branch (Suz); 2. Kevin McLaughlin (Yam); 3. Aurelio Siracusa (Kaw).
250 PRO: 1. Greg Zitterkopf (Mai); 2. Fred Combs (Kaw); 3. Eric MacCracken (Yam).
OPEN NOV: 1. Dave Chase (Hus); 2. Ross Thompson (Kaw).
OPEN INT: 1. Ken Campbell (C-A); 2. Frank Said (Mai); 3. Don Gossett (Mai).
OPEN PRO: 1. Eric MacCracken (Yam); 2. Bob Tolleson (Yam); 3. Eddie Michetti (C-A).
SR VETS: 1. Jim Connolly (Hon); 2. Ron Brehm (Yam); 3. George Spellman (Suz).
INT VETS: 1. Rick Sieman (Yam); 2. Mike Boal (Hon); 3. George Anderson (Suz).
BEG VETS: 1. William Cline (Hus); 2. John Said (Mai); 3. John Donaldson (Hon).
EX WOMEN: 1. Kelly Kline (Hon); 2. Charleen Higgins (Yam); 3. Jan Murray (Yam).
INT WOMEN: 1. Karen Leitinger (Yam); 2. Evelyn Hodges (Suz); 3. Dee Granger.
NOV WOMEN: 1. Cathi Connolly (Hon); 2. Chris Connolly (Hon).
BEG WOMEN: 1. Natalie Allen (Yam); 2. Roxanne Ray (Yam).

Zitterkopf, Dale take Corona purse

By Ron Lawson

CORONA, CA, MAY 16

Greg Zitterkopf and his Crown Cycle Maico topped the 250cc Pro class at Corona Raceway last Friday night, taking the lion's share of the $1000 purse. In the 125cc wars it was Craig Dale (Hon) taking top money after some hot dicing with Rick Maki (Yam).

Zitterkopf's win in the 250cc class was hardly routine. He was the only rider to muster any consistency at all in a race that was more like a demolition derby than a motocross, with four of the top five riders suffering mechanical difficulties. Juan Benavidez (C-A) was definitely the fastest rider on the track in both motos, but a flat tire put him out of action while leading round one and gave the lead to Redlands Suzuki's Marty Miller. On the same lap Scott Johnson dropped out of the race after moving into second place. This gave the number two spot to Zitterkopf, who had just passed Andy Orescanin (Kaw). But Orescanin was back on top of the Maico pilot on the next lap and Steve Bauer (Hon) was coming on strong from the rear, challenging both of them. It was on the very last lap that Bauer put the pass on the two of them to take second place behind Miller.

The next round was downright crazy. Miller led most of it with Bauer hot on his tail and Benavidez elbowing his way through the pack after a poor start. But on the sixth lap Miller's bike broke and this gave the lead to Bauer... briefly. Bauer dropped out a few turns later with bike troubles also. This put Benavidez in front, but because of his first moto DNF, he was out of the running for the money. Andy Northrup, who got seventh in round one, was in second with Zitterkopf not too far behind. They finished in that order and because Orescanin was also on the second moto DNF list, Zitterkopf had the best score. Northrup was next in line with Andy Jefferson and his 8-4 score taking the third spot ahead of Phil Thorstensen (Yam) who went 12-6.

Dale's win in the 125cc Pro class was almost as exciting. In round one Dale passed both Scott Manning (Yam) and Brent Blount (Yam) to take the lead, but was then passed by Maki. Maki went on to take the win. In the next race, Maki had trouble on the first lap, which put Dale in the clear to lead the whole race. Maki eventually worked his way up into second, but the overall was still Dale's. Third went to Rocket Rex Enterprises' rider Jerry Raymer (Yam).

Results

MINI BEG: 1. David Roach; 2. Jim German; 3. Ron Williams.
MINI NOV: 1. Joe Rincon (Kaw); 2. Dan Hovis (Yam); 3. Randy Maletta (Suz).
MINI INT: 1. Raul Dennis; 2. Chris Taylor (Kaw); 3. Danny Wawrzyniak (Yam).
100 BEG: 1. Dazzlin' Dean (Suz); 2. Gary Escudero (Yam); 3. Frank Hastings (Yam).
125 BEG: 1. Tony Thompson (Suz); 2. Jim Nunez; 3. Scott Venzer (Hon).
125 BEG: 1. Greg Henby (Suz); 2. Mike Garcia (Kaw); 3. John Gable (Suz).
125 BEG: 1. Bill Mattox (Yam); 2. Jim Epley (Yam); 3. Larry Shafen (Kaw).
125 NOV: 1. Pat Schreffler (Hon); 2. Kenneth Bradshaw (Hon); 3. James Mobley (Suz).
125 NOV: 1. Otis Cecil (Kaw); 2. Steve Sabatino (Suz); 3. Jeff Frye (Hon).
125 INT: 1. Steve Dye (Yam); 2. Mike Schexnyder (Yam); 3. Nate Rauba (Suz).
125 INT: 1. Micky Dymond (Hon); 2. Alan Chimunata (Yam); 3. Jon Zahrt (Suz).
125 PRO: 1. Craig Dale (Hon); 2. Rick Maki (Yam); 3. Jerry Raymer (Yam).
250 BEG: 1. Lenny Barba (Yam); 2. Doug Davenport (Yam); 3. Chris Anderson (Hon).
250 NOV: 1. Chris Farrow (Yam); 2. Kenny Burt (Yam); 3. Brent Shermak (Hon).
250 INT: 1. Jerry Ebling (Kaw); 2. George Jackman (Yam); 3. Mike Blake (Hon).
250 PRO: 1. Greg Zitterkopf (Mai); 2. Andy Northrup; 3. Andy Jefferson (Yam).
OPEN BEG: 1. Ross Janke (Mai); 2. Mike Upton (Yam); 3. Gary McClaskey (Mai).
OPEN NOV: 1. Ed Bickel (Yam); 2. Rod Drury (KTM); 3. Jay Conaway (Yam).
OPEN INT: 1. Ron Lawson (Suz); 2. Frank Manfred (Yam); 3. Brian Fry (Yam).

Marv moves at Old Timers MX

By Bob Alloy

SUNNYMEAD, CA, MAY 11

The Old Timers MX Association had a spectacular time at DeAnza Cycle Park MX. Not only did we have two 10-lap motos, but added to this was a shootout between us and the Over The Hill Gang. The top four riders of each class competed against each other. This shootout was lots of fun. Our thanks to Ed Michetti, DeAnza operator and Old Timers Master.

Masters started with Marshall Jennings in command of the show but on lap four, "Movin' Marv" Olsen took over and went on to victory. Blackie Lewis came in second and Jennings placed third. Blackie was really out there in moto two with the holeshot and all, and he kept this up until lap eight at which time he was overpowered by Olsen who went on to first. Jennings came through on lap nine and from then on controlled second place. Third place was won by Blackie.

Expert Tom Widick gave us a good demonstration of power as he took over on lap four and made it first at the finish line. There for second place was Don Jensen, and Bob Berdyk put his CZ into a winning line to claim third place. Widick shot through the pack to wrap up first place in the second moto. Lou Sorenson did some

throttle twisting and came in with a well-earned second. Berdyck rode his CZ as if it were a factory bike and took third.

Carl Elbert began the Amateur action but George Spearing was in command by the second lap. Spearing continued to control things and won. Ray Arnold worked his way up through the pack to take second. Ed Scheidler blasted in for third, and gassing in with fourth was John Said. The second moto was a real contest of skill between Scheidler and Spearing. First it was Scheidler out there with the holeshot and the lead for three laps. Spearing then passed Scheidler and had the lead for the next five laps. On the white flag lap, Ed regained command and came in first. Ray Arnold took second. Taking third place was John Said who was followed by Buss Moeller with fourth.

Ray Montoya was certainly the man with the action in the Novice division. He captured holeshots in both motos, and both first place wins. Connie Holt and Larry Escamilla had quite a contest going on amongst themselves. Larry passed Connie on the fourth lap but Connie regained his lead on lap six and came in with the second place win. Bob Alloy was in there with second place in the second moto.

Results

MASTERS: 1. Marvin Olsen (Hon); 2. Marshall Jennings (Yam).
EX: 1. Tom Widick (Yam); 2. Bob Berdyck (CZ); 3. Don Jensen (Mai).
AM: 1. Ed Scheidler (Yam); 2. Ray Arnold (Yam); 3. Geroge Spearing.
NOV: 1. Ray Montoya (Yam); 2. Bob Alloy (Yam).
OLD TIMERS/OTHG SHOOTOUT
MASTERS: 1. Al Olson (OTHG); 2. Greg Smith (OTHG); 3. Roll Over Rick (OTHG); 4. Get Off Gary (OTHG).
EX: 1. Run Over Ron (OTHG); 2. Tom Widick (O.T.); 3. Lizard Lou (OTHG); 4. Ken Willliams (O.T.).
AM: 1. Kwik Keith (OTHG); 2. George Spearing (O.T.); 3. Bang Bang Bo Bo (OTHG); 4. Ed Scheidler (O.T.).
NOV: 1. Jalapino Jose (OTHG); 2. Ray Montoya (O.T.); 3. Bob Alloy (O.T.); 4. Larry Escamilla (O.T.).

Gold to Goya at CRC Saddleback MX

By Lee Taylor

ORANGE, CA, MAY 11

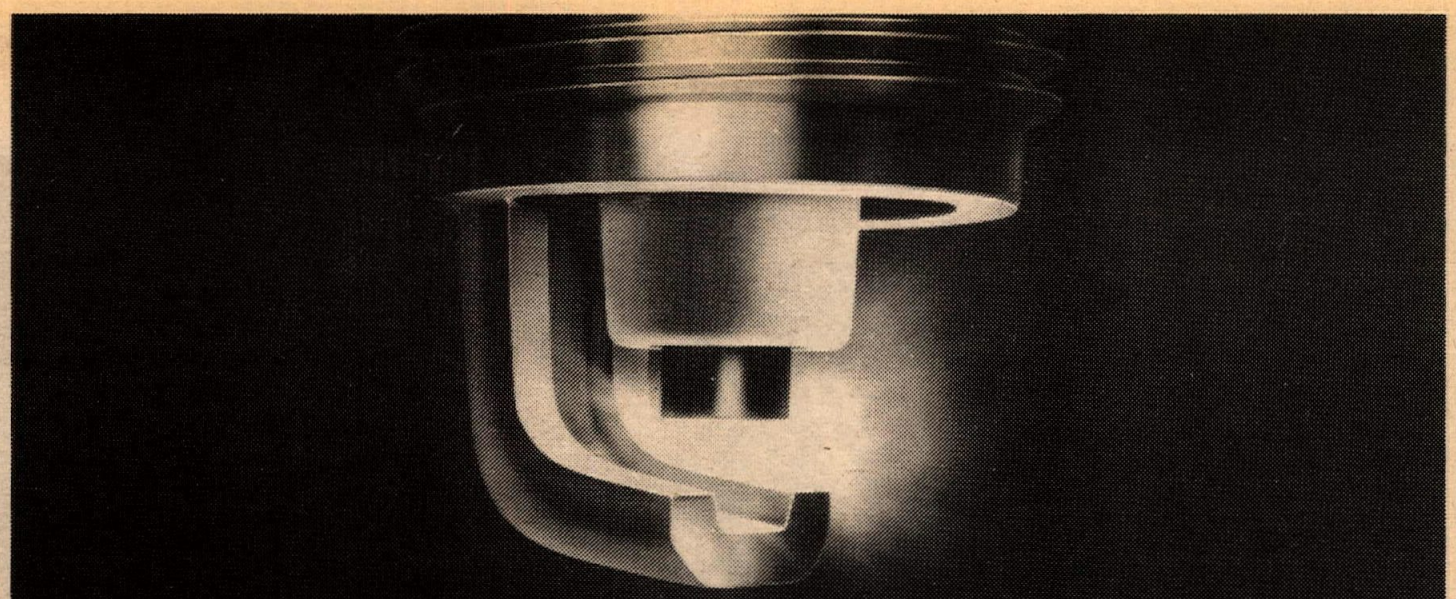
Racers are good folk. They love their mothers, eat apple pie and bring home the Gold. Sunday, May 11th, being Mother's Day, they seemed to go a little faster. Winning this one for good old mom.

The 125cc Beginners were no exception. The first moto found heavy dicing for the lead between Rick Kramer (Yam), Darryl Goya aboard a Suzuki and Kelly Bishop, also Yamaha-mounted. Kramer and Goya dueled wheel to wheel for the lad. On the white flag lap, Goya made a cagey move to the outside for the lead, leaving Kramer to fend off Bishop, inches from his tail.

The second time around it was Kramer vs. Dave Mitchell, riding a Yamaha for Gingiss Tuxedos. Goya and his buddy, Bishop fought tooth and nail for third. With Bishop moving up into second the Three Musketeers from the first moto were together again.

When the checkered flag waved them home Goya claimed the overall victory, Bishop took down second overall and third went to Kramer.

Jim Tarantino piloted his Honda into the winner's circle in the 250cc Pros. Throughout both motos, which he won back-to-back, it was a constant duel against Pete Snorteland and his Yamaha.



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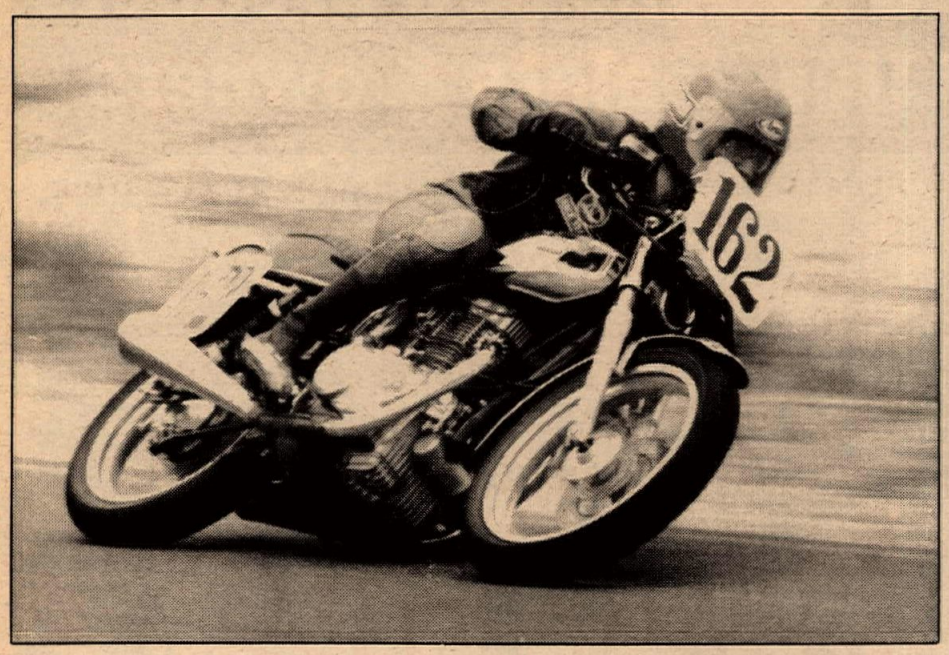
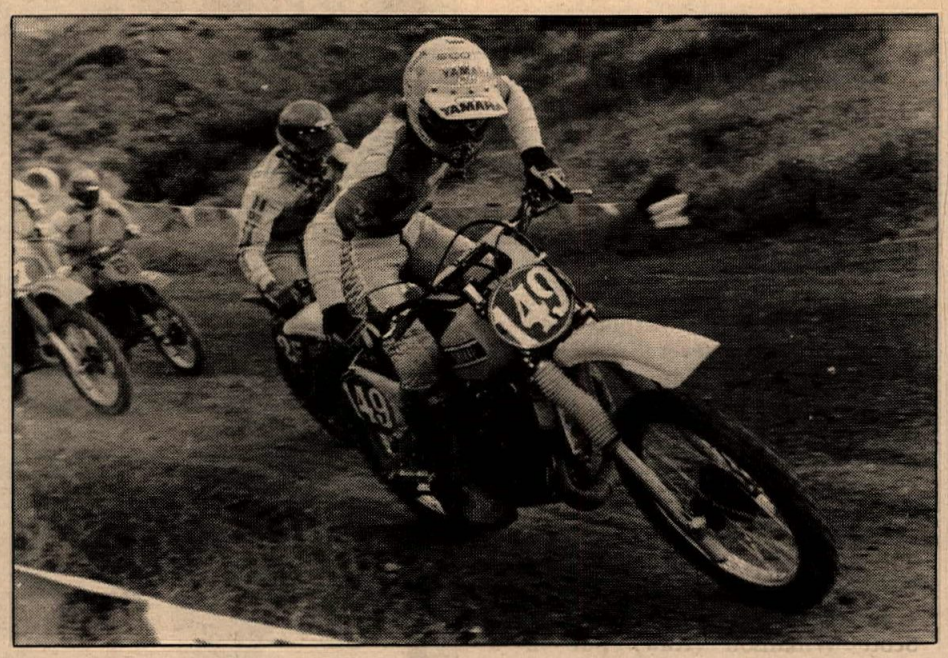
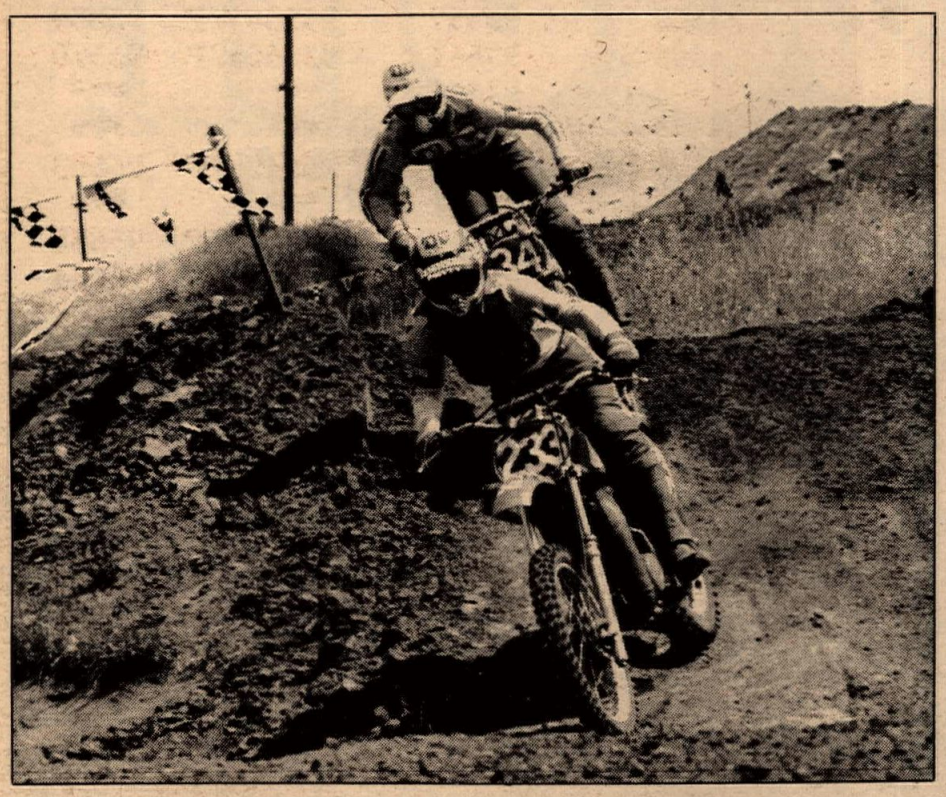




(Above) Pat Eagan and his Honda finally topped the two-strokes at AFM. (Below) Jim Tarantino (233) bested Pete Snorteland in CRC's 250cc Pro class.

Craig Gormley (149) scored two Pro class wins at DeAnza.



Throughout the first moto, Tarantino and Snorteland had the track to themselves. Andy Kirker, running third, had the pack breathing down his jersey but managed to hold everyone off to the end.

When the engines came to life for the second time, Snorteland led the charge up the hill. Kurt Sofka was holding second, and Kirker was fighting in third. Set back in the pack was Tarantino, fighting and inching his way up to the front. What came to pass had to be seen to be believed. Tarantino had worked his way into second with Kirker still in third. Kirker crashed but remounted in time to snare the fourth place slot. Snorteland began to lap riders with Tarantino close behind. Traffic in front held Snorteland up and Tarantino was within inches of the lead. They rode out their white flag lap practically on top of each other, then took on the checkered flag, side by side with Tarantino edging out Snorteland in a classic photo finish. Snorteland had to settle for second place money with Steve Banning taking down third overall with a 4-3 ride.

Results

80 BEG: 1. Todd Cameron (Kaw); 2. Larry Black (Kaw); 3. Kenny Clifton (Suz).
80 NOV: 1. Michael Knapp (Yam); 2. Ron Rogers (Yam); 3. Jeff Barbacovi (Yam).
80 INT: 1. Paul Dennis (Yam); 2. Kurt Hendrickson (Kaw).
80 EX: 1. Tracy Meeks (Suz).
125 BEG: 1. Darryl Goya (Suz); 2. Kelly Bishop (Yam); 3. Rick Kramer (Yam).
125 NOV: 1. Bruce Jackman (Kaw); 2. Mike Hanley (Hon); 3. Kelly Hannegan (Hon).
125 INT: 1. Vaun Butler (Yam); 2. Randy Skinner (Hon); 3. Ruben Tores (Yam).
125 PRO: 1. Jeff Edwards (Suz); 2. Rick Guilmette (Yam); 3. Dallas Rebello (Suz).
250 BEG: 1. Lance Travis (Suz); 2. Robert Gauthier (Yam); 3. Chris Fleming (Yam).
250 NOV: 1. Joe Green (Hon); 2. Richard Sarver (Yam); 3. Paul Fitz-Gibbon (Yam).
250 INT: 1. David Clements (Yam); 2. Glen Wells (Hon); 3. Jerry Black, Jr. (Mai).
250 PRO: 1. Jim Tarantino (Hon); 2. Pete Snorteland (Yam); 3. Steve Banning (Kaw).
OPEN BEG: 1. Jim Cartee (Yam); 2. Andy Cooper (Yam).
OPEN NOV: 1. Mark Glasmeier (Yam); 2. Mike English (Yam); 3. Mike Kell (Mai).
OPEN INT: 1. Robert Casper (Yam); 2. Frank Rowe (Yam); 3. Kelly Saulie (Yam).
OPEN PRO: 1. Pete Snorteland (Yam); 2. Andy Guth (Kaw); 3. Mark Mohs (Yam).
CRC VETS JR: 1. Richard Lake (Kaw).
CRC VETS INT: 1. Dino Maglioechetti (Mai); 2. Milt Muller (Yam); 3. Jerry Black (Mai).
CRC VETS SR: 1. Bob Hayes (DMG); 2. Al Stinebaugh (Suz); 3. Dan Moore (Mai).

Eagan reaches milestone at AFM/ ND Riverside RR

By Patrick Behar

RIVERSIDE, CA, MAY 11

For the third consecutive year the ND Spark Plug Company is sponsoring four American Federation of Motorcyclists road races, at Riverside, Sears Point (May 18 and July 6) and Ontario (July 20). There is a $2500 purse for the 125, 250cc and Open GP, 430cc Production and Open Superstreet classes.

A milestone was reached in the 430cc Production race when Honda-mounted Pat Eagan ended a six-year reign of two-stroke domination of the class, winning the race aboard a *Cycle World* Magazine/ND/Moriwaki Hawk. Eagan's bike was prepared by Kaz Yoshima at Ontario Moto Tech and will compete in 430cc Production and Lightweight Superstreet, with Pat's eye on both titles. He won the Lightweight Box Stock Championship in '79 with the Honda.

Aaron Post crashed hard in turn one while leading the Open Box Stock race, bringing out the red flag. Post was OK, but didn't restart. The Champion Kawasaki team of Whitney Blakeslee and Lee Fleming continued their domination of the class, while teammate Mike Spencer did the same in the 430-600cc Box Stock class aboard a KZ550. Spencer had two other wins — 750cc Production and 750cc Superstreet — aboard a KZ750/4.

The most interesting race of the day was the 250cc GP event with 34 entries — a good sign of the state of racing in California.

Glen Shopher (Farm House Restaurant-sponsored) showed everybody his intentions by leading Thad Wolff (who had the courage to race with a broken wrist that he incurred in a motocross ride), Dave Busby, Gill Martin, John Williams and Fred Winters. Wolff attacked Shopher as hard as he could and succeeded after the halfway point. Meanwhile, the same scenario was taking place between Winters, Martin, Williams and Busby.

Wolff led the race going into the final lap, but Shopher used strategy to pass Wolff for another victory in the class. The ever-lasting battle for the other places finally ended with Martin third and Winters fourth.

Results

125 PROD: 1. Haim Beressi (Yam); 2. Robert Gregor (B-T).
200 PROD: 1. Christine Baur (C-A); 2. James Collins (Yam); 3. Jim Lester (C-A).
250 PROD: 1. Francis Mazur (Yam); 2. Daniel Diaz (Yam); 3. Michael Madden (C-A).
430 PROD: 1. Pat Eagan (Hon); 2. Mark Ingalls (Yam); 3. Dale Alexander (Yam).
600 PROD: 1. Ray Straka (Kaw); 2. Walter Andrews (Kaw); 3. Jack Noyes (Yam).
750 PROD: 1. Mike Spencer (Kaw); 2. David Emde (Suz); 3. Mark Shelton (Kaw).
OPEN PROD: 1. Kevin Bracken (Duc); 2. Mike Krolick (Suz).
SIDECARS: 1. Harrold/Essaff (Kaw); 2. Garnett/James (Kaw); 3. Masella/Bryan (T-Z).
430 BOXSTOCK: 1. Dave Behrendt (Yam); 2. Conrad Brooks (Yam); 3. Perry Stein (Hon).
431-600 BOXSTOCK: 1. Mike Spencer (Kaw); 2. Ray Straka (Kaw); 3. Robert Radel (Kaw).
601-750 BOXSTOCK: 1. Mark Redmond (Kaw); 2. Mark Shelton (Kaw); 3. Francis Mazur (Kaw).
751-OPEN BOXSTOCK: 1. Whitney Blakeslee (Kaw); 2. Lee Fleming (Kaw); 3. Chris Steward (Suz).
230-600 SUPERSTREET: 1. Bob Runyon (Yam); 2. Jeff Hagan (Yam); 3. Scott Moore (Yam).
750 SUPERSTREET: 1. Mike Spencer (Kaw); 2. David Emde (Suz); 3. Mark Redmond (Kaw).
OPEN SUPERSTREET: 1. Tracy Grieger (Kaw); 2. Carry Keoshgerian (Kaw); 3. Bernd Koegler (Hon).
50 GP: 1. Franco Garavoglia (Rin); 2. Mario Caldato, Jr. (I-J); 3. Andy Osborn (I-J).
100 GP: 1. Dusty Behrman (Hon).
125 GP: 1. John Glover (Hon); 2. Robert DeWitt (Hon); 3. Todd Brown (Yam).
250 GP: 1. Glen Shopher (Yam); 2. Thad Wolff (Yam); 3. Gill Martin (Yam).
500 GP: 1. David Longson (Yam); 2. Bob Runyon (Yam); 3. David Harris (Yam).
OPEN GP: 1. Gill Martin (Yam); 2. Mark Homchick (Yam); 3. Roberto Pietri (Hon).

Gormley goes for two at DeAnza

By Ron Lawson

SUNNYMEAD, CA, MAY 11

Craig Gormley was back on top of the Pro classes at DeAnza Cycle Park, taking both the 250 and 125cc Pro classes, but in both classes he had Rocket Rex Enterprises' Jerry Raymer (Yam) to deal with.

In the 250cc wars Gormley had his easiest win, riding a David Aleman-tuned L and R Cycles Yamaha. He took the first moto holeshot and then pulled away to a strong lead while Frank Fitzgerald (Hon) held second place ahead of the Kawasaki duo of Fred Combs and Andy Orescanin. Raymer was in fifth place behind Orescanin for a few laps, but then he began to move up. He got past Orescanin and then both he and Combs passed Fitzgerald. It was on the very last lap that Raymer, in an attempt to take second, crashed with a lapped rider and dropped back a position. Orescanin took over the number three spot while Fitzgerald rounded out the top five behind Raymer.

The next moto looked like a rerun of the first with Gormley jumping into an earyl lead and then stretching it out. Fitzgerald was again in second until he began to tire and let Combs, Orescanin and Raymer by. In the end the only change in the line up was fifth place which went to Keith Dysert (Kaw) this round.

It was in the first 125cc moto that Gormley got his only challenge. He was again on top right from the start, but this time Raymer wasn't that far back. In the first half of the race, Ray mer wasn't that far back. In the first

half of the race, Raymer didn't appear to be that much of a threat, but he came alive in the last few laps, pulling along side Gormley several times. When they crossed the finish line, it was Gormley on top, but only by a half of a wheel. Mike Edson (Yam) was third throughout the race after an early challenge by second time Pro Ryan Eide (Suz).

For the fourth time in the same day, Gormley pulled th holeshot and this time Raymer was several places back, giving chase to Edson and Eide. Gormley used the time to build a strong lead and by the time Raymer moved into second there was little chance of him catching up. Again Gormley took the win after leading every lap of all four motos he raced in. The 125cc results read the same in both motos.

In the 250cc Intermediate class Scott Wilkinson (Kaw) put in a fantastic second moto ride to take top honors. Wilkinson's first moto began with a mediocre start and ended with third place, only inches behind second placer Steve Hodapp (Yam). Bob Carpenter (Suz) had taken the moto easily. In round two, however, Wilkinson got the start and was gone. Carpenter, on the other hand, got the mediocre start this time and wound up third behind Dave Halverson (Yam). Overall it was Wilkinson, Carpenter, Halverson, Martin Klopman (C-A) and Hodapp.

Results

PEE WEE: 1. Buddy Antunez (Suz); 2. Mike Michetti (Yam); 3. Christopher Lowen (Yam).

MINI BEG: 1. Ronnie West (Suz); 2. Ross DeHorre (Yam); 3. Kenny Collier (Kaw).

MINI NOV: 1. Mike Thompson (Kaw); 2. Steve West (Suz); 3. Todd Parker (Suz).

100 BEG: 1. Brad Bettinck (Yam); 2. Brett Grabill (Yam).

125 BEG: 1. Rusty Jaflinger (Yam); 2. Tony Rodriguez (Suz); 3. Greg Pirolo (Yam).

125 NOV: 1. Jack Scott (Yam); 2. Toni Siracusa (Yam); 3. Victor Nunez (Yam).

125 INT: 1. Chip Vogel (Yam); 2. Richard Sands (Suz); 3. Ken Campbell (Suz).

125 PROS: 1. Craig Gormley (Yam); 2. Jerry Raymer (Yam); 3. Mike Edson (Yam).

250 NOV: 1. Aurelio Siracusa (Kaw); 2. Mike Knueven (C-A); 3. Don Jensen (Mai).

250 INT: 1. Scott Wilkinson (Kaw); 2. Bob Carpenter (Suz); 3. Dave Halverson (Yam).

250 PRO: 1. Craig Gormley (Yam); 2. Fred Combs (Kaw); 3. Andy Orescanin (Kaw).

OPEN NOV: 1. Ross Thompson (Kaw); 2. Ron Willison (Mai).

OPEN INT: 1. Ron Willison (Mai); 2. Craig Robertson (Suz); 3. Frank Said (Mai).

OPEN PRO: 1. Eddie Michetti (C-A); 2. Mike Said (Mai); 3. Rory Holliday (Yam).

SR VETS: 1. Ron Brehm (Yam); 2. Jim Galatioto (Suz); 3. Pat Murphy (Mai).

INT VETS: 1. Mike Klien (Yam); 2. Tim Cash (KTM); 3. Robert Berdyck (CZ).

BEG VETS: 1. Bob Alloy (Yam); 2. Ray Montoya (Yam); 3. Bob Denman (Yam).

Absurd, Pitter post OTHG wins

By Jennifer Gardiner

SUNNYMEAD, CA, MAY 11

DeAnza Cycle Park challenges riders with its radical uphill start, the steep downhill that greets riders midway through the course and the continual drying out of dirt that ends up as hard packed clay by the second moto. The Over The Hill Gang didn't seem to quite meet up to that challenge as rider after rider confronted mishap after mishap on a day when the clouds couldn't decide whether to hide the warmth of the sun or part and let it filter through.

The only class that seemed to avoid any mishaps was the "A" Expert class where the only two riders, Absurd Al and Grunt Greg battled it out in both motos with Al taking the overall.

The "B" Expert class saw Get-Off Gary grab the holeshot in moto one only to fade back to fifth place. Roll-over Rick started midpack and didn't

(Continued to page 30)

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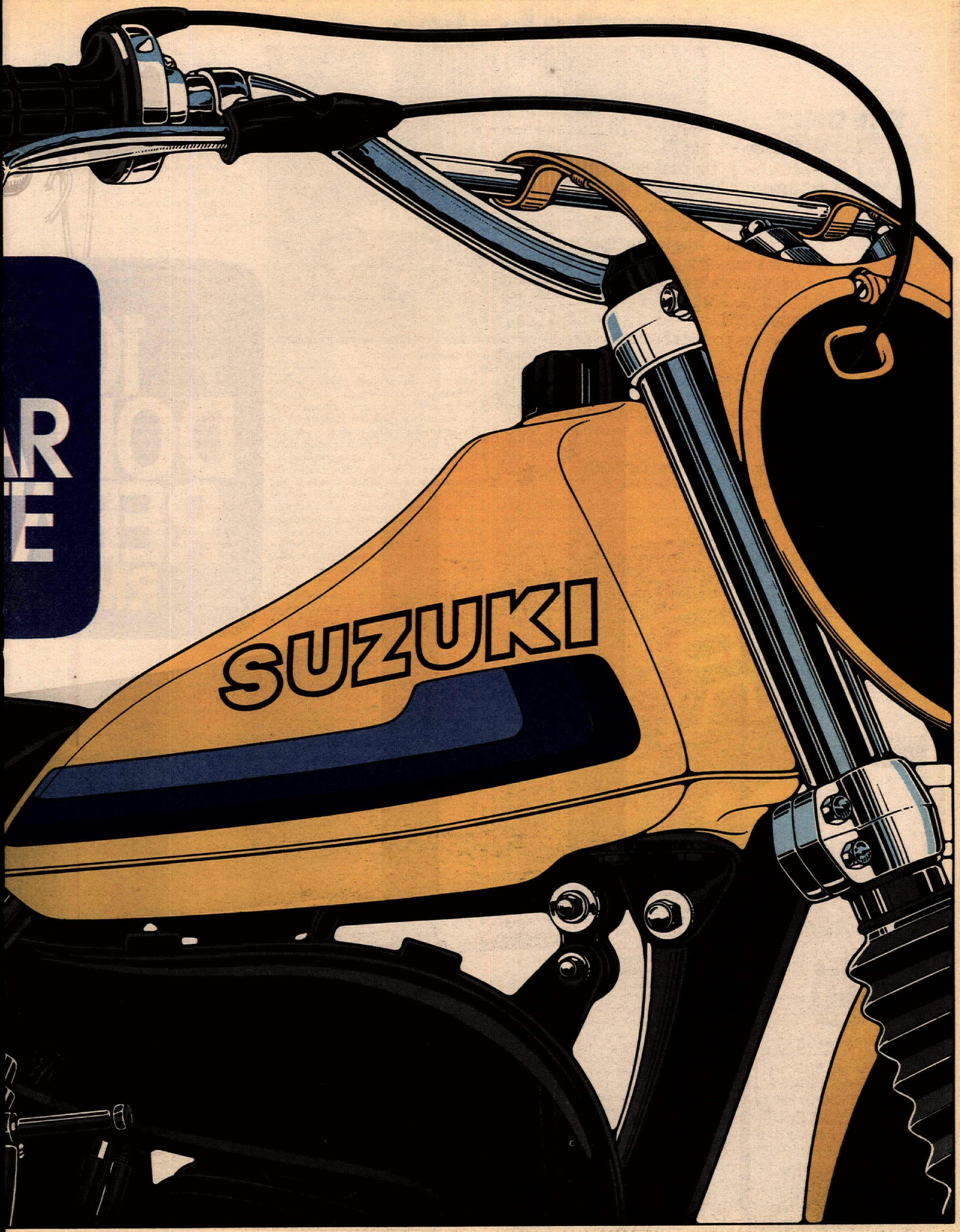
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Night motocross at Corona attracts a well-dressed crowd.

(Continued from page 27)

surprise anyone as he made his way through the crowd to take the win for the first moto. Stubby Steve rode consisently well to take second. Pitter Pat, who sat in neutral at the start and watched everyone take off without him, passed enough riders to capture third.

In moto two it was Get-Off Gary once again with the holeshot and he held the pace the entire way to win the moto. Pitter Pat, despite his determination to get a good start, didn't and had to wade through the pack which he did to take second in moto two despite the constant challenge from Rollover Rick and Stubby Steve. Pat managed a first overall for the day with his 3-2 combination. Stubby Steve had pulled up on the line in the second moto with three minutes to go when he realized he had a flat tire. He rushed back to the pits, borrowed Bang Bang Bo Bo's Yamaha and made it off the line in time. Unfortunately, Bo Bo's suspension, which is greared for a much heftier body than the little guy's, got the better of Steve as he finished third, giving him second overall.

Jester Jerry took first in both Amateur motos for the overall. Dinky Denny made his return to the track after months of recuperating a broken ankle and made a respectable showing as he took second overall. OTHG vice-president Lizard Lou rode well, even looked good, rode two clases and captured third.

Two guest riders expanded the usually meager Intermediate class to six and this without the presence of Lean Lenny who is still nursing an injury incurred during the Nationals. In the first moto, Kwik Keith grabbed the holeshot but was bothered most of that first race by guest rider J.B. Wise, who finally gave Keith a break when he fell. Wise came back in the second moto for a first but because it was his first ride with the club, his fourth overall didn't count for scoring. Keith ran into lousy luck in the second moto as his chain slipped off three times but he still managed a third for second overall. Relative newcomer Rubber Rod impressed everyone with a 2-1 finish to take home Number One trophy. Big guy Bang Bang Bo Bo hung in there for third.

First moto was disaster time for Novice Neehi Norm and Luft Larry as they collided, throwing Norm over the handlebars. He was seen frantically running after Larry who dragged Norm's bike a good 10 feet before finally realizing what that extra weight was. By the second moto, Norm's thumb was so swollen and painful that he pulled off midway through the race. Jumpin' Jack avoided problems in moto one as he took the win but made up for it in the second moto when he started down the downhill too fast, locked up his bike, stalled it, started up again behind everyone and still managed to take fifth for third overall. Beep Beep Bob took a respectable fourth in the first moto but drank his pep-up juice (i.e., beer) before moto two in which he took second for second overall. And it was Jalapeno Jose who took home the winner's trophy despite the fact that he lost his seat in the first lap of the second moto and rode the rest of the way standing up.

At the end of the day, a match race was arranged between the top four riders of each OTHG class and the top four riders of comparable classes of the Old Timers MX Association, a good idea that ended up disastrous for some. Luft Larry limped home with a totally bent-up bike after a crash in the Novice race. Amateur Du Du Dan took a nasty spill and later found out his wrist was broken. This was only the fourth race for Dan after months of frustration and bench racing due to a broken ankle from a freak accident in practice. Dan is understandably thinking of quitting this whole bike business — unfortunately, he is not 19 with parents who support his hobby and his day-to-day needs — but we all hope that economics don't force him to sell his bike.

Results

"A" EX: 1. Absurd Al; 2. Grunt Greg.
"B" EX: 1. Pitter Pat; 2. Stubby Steve; 3. Rollover Rick.
AM: 1. Jesert Jerry; 2. Dinky Denny; 3. Lizard Lou.
INT: 1. Rubber Rod; 2. Kwik Keith; 3. Bang Bang Bo Bo.
NOV: 1. Jalapeno Jose; 2. Beep Beep Bob; 3. Jumpin' Jack.

Bauer, Benavidez bang bars at Corona

By Ron Lawson

CORONA, CA, MAY 9

Steve Bauer pulled off a close one at Corona Raceway, putting his Tim Buck-tuned Moto-X Fox Honda on top of the 250cc Pro class with Can-Am's Juan Benavidez taking second after leading all of round one and much of round two.

The Can-Am rider was untouchable in the first moto, taking the holeshot and flat running away from the rest of the pack. In second place in the early laps was Andy Orescanin (Kaw), but he was soon passed by Don Griewe (KTM) who, in turn, crashed and gave the position right back. Orescanin stayed there until the last two laps when Bauer came up and fought his way into second. At the finish, Bauer was still a long ways behind Benavidez, but in the next moto he was determined not to let that happen again.

Bauer jumped into the lead early in moto two while Benavidez started off behind Orescanin and Fred Combs (Kaw). But Benavidez was hot and he wasn't about to wait around in fourth place while Bauer got away with the lead. Riding a little on the wild side, he got around Combs first and then set his sights on Orescanin. That battle only lasted about three laps before Orescanin gave in to the unreal pressure he was receiving and then in one lap Benavidez caught all the way up to Bauer. The Honda pilot had been cruising along confidently and then suddenly he found himself in second place as a flash of orange went by. Bauer instantly picked up his pace and started repressuring Benavidez for the lead. The two of them started battling hard and fast and then it all came to an abrupt halt when a lapped rider moved in the wrong direction, causing both Benavidez and Bauer to bail off. Bauer was the first man to remount and he took off while Benavidez struggled to start his bike. By the time he did get going, Combs was right on his tail and in less than a lap Benavidez lost another position when he slipped up in a turn. Combs squeezed by and into second place, finishing there several seconds behind Bauer. Overall, it was Bauer, Benavidez, Combs, Phil Thorstensen (Yam) and Orescanin.

The 250cc Intermediate class was almost as exciting with Todd Schaeffer (Kaw) leading the early laps of moto one until a crash gave the lead to Bryan Holdren (Yam). Holdren went on to win while Shaeffer battled with C.J. Wenner (Suz), who held out to finish second. In the next round Robert Esparza (Yam) passed Dave Berger in the first lap to take the lead and hold it all the way to the finish. Schaeffer came up in the late laps and put his bid in for the lead, but had to be satisfied with second. Overall, Holdren still got the win with his 1-3 score over Esparza and Schaeffer.

The 125cc Pros were taken by Craig Dale (Hon), who led both motos from start to finish. Taking second in both motos was Andy Northrup (Hon). Mike Edson was third.

John Blood was top 125cc Intermediate, going 3-1 on his Honda. Scott Seeley had won round one but DNF the next race. Second went to Sam Ramirez (Suz) over Dave Frear (Kaw).

Results

MINI BEG: 1. Dave Roach (Yam); 2. Tom Moreno (Yam); 3. Ronnie West.
MINI NOV: 1. Steve West (Suz); 2. Eric Bellwood (Yam); 3. Ronnie Jaine (Hon).
MINI INT: 1. Paul Denis (Yam); 2. Jason Prater (Yam); 3. Jeff Schaeffer (Kaw).
100 BEG: 1. John Hogue (Yam); 2. Kathleen Esposito (Yam).
125 BEG: 1. Bob Hedeman (Hon); 2. Con Berner (Yam); 3. Jerry Forde (Yam).
125 BEG: 1. Brady Fay (Hon); 2. Richard Torkelson (Kaw); 3. Geoff Manack (Suz).
125 BEG: 1. Ken Bradshaw (Hon); 2. Randy Hobbs (Yam); 3. Bob Tripp (Yam).
125 NOV: 1. Matt Sarvwatari (Suz); 2. Bob Bolinger (Suz); 3. Jeff Frye (Hon).
125 INT: 1. John Blood (Hon); 2. Sam Ramirez (Suz); 3. Dave Frear (Kaw).
125 PRO: 1. Craig Dale (Hon); 2. Andy Northrup (Hon); 3. Mike Edson (Yam).
250 BEG: 1. Steve Rossow (Hon); 2. Dennis Parton (Yam); 3. Tracy Kolari (Yam).
250 NOV: 1. Chris Farrow (Yam); 2. Jim Madrid (Suz); 3. Dan Frear (Hon).
250 INT: 1. Bryan Holdren (Yam); 2. Robert Esparza (Yam); 3. Todd Schaeffer (Kaw).

250 PRO: 1. Steve Bauer (Hon); 2. Juan Benavidez (C-A); 3. Fred Combs (Kaw).
OPEN BEG: 1. Dave Terrell (Hon); 2. Gary Trussell (Yam); 3. Mike Upton (Yam).
OPEN NOV: 1. Ed Bickel (Yam); 2. Mark Yorba (C-A); 3. Mark Hall (Yam).
OPEN INT: 1. Brian Fry (Yam); 2. Ed Cavanaugh (Yam); 3. Kent Elliott (Yam).

Rodriquez, Lewis land CRC Mini-cross wins

By Nanette Marie

VALENCIA, CA, MAY 9

The California Racing Club opened up its $10,000 Tri-Valley Suzuki Dealers' Summer Night Motocross Series Friday night on the Mini track at Indian Dunes, where riders competed for not only the usual 30% trophies awarded by the club, but $10 gift certificates to all class winners with three or more riders entered in that particular class. Also given to every rider signed up was a raffle ticket, which will be held until the end of the series when a brand new Suzuki RM80 will be raffled off, compliments of the Tri-Valley Suzuki dealers. More gift certificates were raffled off in the middle of the evening's program as well, giving all entrants a chance to go home with some pretty good prizes.

Starting off the evening's racing at the Mini track were the Pee Wees, in which the brother/sister team of Ronnie and Paula Densford took home wins in the Pee Wee Stock and Modified classes. Ronnie won both of the Modified motos for his overall, but Paula had to battle with Bradley George early in both of her motos before ultimately grabbing the two moto wins when George's JR50 developed mechanical problems while he was leading the races.

The two speedsters of the evening were Junior Cycle Expert Johnnie Rodriguez and Junior Cycle Intermediate Kyle Lewis, who went head to head in the Stock class. Rodriguez proved why he was the Expert of the field and ran away with both motos, as Lewis handily roosted off with the Intermediate overall, via two moto victories. In the Novice portion of the Junior Cycle Stock racing, Bubba Erickson pulled down a pair of moto victories and the overall, while Mike Smith, Roby Hayes and Ronnie Densford battled for second through fourth. In both rounds Smith got the edge and both seconds, while Hayes and Densford traded thirds and fourths, with Densford getting the better position at the overall level.

Results

83 STK BEG 9-11: 1. Troy Welty (Kaw); 2. Jeff Dunlap (Suz); 3. David Chambers (Yam).
50cc STK NOV: 1. Bubba Erickson (Suz); 2. Mike Smith (Suz); 3. Ronnie Densford (Suz).
50cc STK INT: 1. Kyle Lewis (Suz).
50cc STK EX: 1. Johnnie Rodriguez (Suz).
PEE WEE NOV: 1. Paula Densford (Suz); 2. Bradley George (Suz).
PEE WEE EX: 1. Ronnie Densford (Itj).
83 STK NOV: 1. Toby Lawer (Yam); 2. Richard Welty (KJaw); 3. Dean Peterson (Yam).
83 STK BEG 12 & OVER: 1. Gary Miller (Suz); 2. Guy Giffin (Suz); 3. Eric Wierman (Suz).

Maddox mauls R.A.C.E. OCIR MX

By Tom Corley

IRVINE, CA, MAY 8

A most eventful program of racing was seen this evening at OCIR. There were a lot of thrills and super spills along with a few misunderstandings among the riders. All of this added up to an action

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THE LATEST POOP BY PAPA WEALEY

Kenny Roberts ran off with his third 500cc World Championship Road Race Series victory on France's Paul Ricard circuit, making the May 26 event a three-for-three total on his '80 scorecard. Suzuki-mounted Marco Lucchinelli had posted fast qualifying time, with Roberts' Yamaha clocking in second. But in the race, Roberts rode unchallenged from a slow eighth place start to a 5.3 second win over eventual second placer Randy Mamola. Suzuki-mounted Mamola and Lucchinelli staged the battle of the event, with Lucchinielli following the American across the finish line only 0.41 seconds behind! In the point standings, Roberts holds 45 over a tie between Mamola and Lucchinelli at 22 each. Fourth is another tie between Takazumi Katayama and Graziano Rossi at 18. Johnny Cecotto is sixth with 15 points.

Rounds one and two of the 1980 AMA/NATC Observed Trials Championship Series took place over the Memorial Day Weekend. P.I.T.S. staged the first event May 24 near Oroville, CA, and Curt Comer, formerly of Alabama now residing in Colorado, won on his Montesa Cota. The series moved to southern California for a May 26 date, and Oregon's Brad Skreen, also Montesa-mounted, topped it. Skreen leads the series. Complete coverage next week.

The England vs. America five-race speedway "test series" is over (see p. 12 for coverage of the first two races), and we won! At the May 7 race held at Hull, the U.S. tallied 61 points to the Britons' 47. Then, May 14 at Poole, the Yanks racked up 63 points to England's 44. Then on May 24 the final event at Swindon, we topped 'em again, 59-49. Overall, that's U.S. 3-1, plus a tie. Full coverage soon.

In the World Team Speedway Qualifier, held May 18 at King's Lynn, England, the American team of Bruce Penhall, Scott Autrey, Bobby Schwartz and Dennis Sigalos placed second overall, earning a transfer toward the final. England placed first at that meet when the team of Dave Jessup, Peter Collins, Mike Lee and John Davis topped the field with 44 points over the Americans' 34.

Quotable quote: After crashing a few times during the first day's motocross special test at the Trask Mountain Three-Day, Suzuki's Mike Rosso explained, "Handling problems. My mind couldn't handle what my hands and feet were doing."

Bob Balentine (KTM) won the May 25 Cherry Creek hare and hound near Jericho, UT, with fellow Californian Morgan Malocco taking second. Jack Johnson, winner of the past two events, broke a transmission while attempting to win his third straight and retire the perpetual trophy.

La Habra Yamaha is placing itself squarely behind the 1980 Saddleback Amateur Point Series. The 10-race series takes place at Saturday Saddleback Motocross, California Racing Club and Continental Moto-sports Club promoted races. The top 10 riders at the end of the series will receive a brand new '81 YZ motocrosser (in the displacement size they competed on during the series), Bell or KRW helmet, MXL boots, gloves and goggles, DG team jackets, Ocean Pacific wardrobe, Lubri-Tech lubricants, jersey and leathers, and much more. For all the details on the series, which begins June 8, call 714/558-1584.

Bruce Penhall, the defending World Masters speedway champion, will be returning from across the pond this summer and one of the things he'll be doing while he's here is teaching a two-day speedway school, June 14-15. One day will be devoted to classroom instruction, ranging from rider and bike preparation to dealing with promoters. The second day will be on the track at San Bernardino's Inland Motor Speedway with Penhall's personalized supervision. For further information, contact American Raceways, Inc. at 213/446-0969, or 213/446-2241.

Al Eames, the man behind the 1973 American ISDT, recently had his left leg amputated after suffering an infection in his foot which hampered circulation. Eames is recuperating at home. Cards and letters may be sent to 176 East St., Pittsfield, MA 01201.

The May 24-25 NMRA National drag races at Epping, New Hampshire's New England Dragway saw Frog Thacker (Kaw) take the Top Fuel win from Bo O'Brochta (Kaw), 7.65 seconds/182.55 mph to 7.55/186.04. O'Brochta set an NMRA e.t. record in losing. Terry Vance (Suz) nipped Bob Carpenter (Kaw) 9.02 to 9.12 for the Pro Stock win while Mike Bruso (Kaw) had an easy win time in Super Eliminator after Jon Baugh broke.

Yoshimura Suzuki mounted Wes Cooley won the Formula 1 class of the May 18 Victoria Day Sprints at Canada's Mosport Park. Richard Schlachter (Yam) and Bruce Patterson (Yam) finished 2-3. Frank Mrazek topped both the Open Superbike and Open Production classes, riding a Kawasaki in the former and a Honda in the latter division.

Due to the disaster surrounding the Mount St. Helens volcano eruption, the July 12 Castle Rock TT Winston Pro race — and all other motorcycle racing by the Mt. St. Helens M.C. — is cancelled. Darris McDaniels and Duane Barnes, both of the club, phoned Papa to tell tales of five to eight feet of rock-hard sludge that's accumulated on the fairgrounds track. It'll take a lot of people and heavy equipment to clean up the area, even in time for next year's race...and then there's still that smoldering mountain.

Interested in a 30% discount for two of the best race tickets in the country? If you order Coca-Cola Superbowl of Motocross and Bel-Ray USGP of Motocross tickets at once, you can get the Superbowl's $25 tickets for $18 and the USGP's $15 weekend ticket for $10. (You may also order $18 Superbowl tickets for $15 at a special ticket booth at the Carlsbad event.) To order the two, or for further info, dial 714/494-6568 or write P.O. Box 1523, Laguna Bch., CA 92651.

And then there's the Yamaha Perpetual Gold Cup Motocross Series up in the Washington-Idaho area. There's $24,000 for the top finishers in each class, plus $6,000 contingency to be divided among Yamaha-mounted finishers based on points accumulated during the series. The three races are at Mabton, WA (509/663-2433), Spanaway, WA (206/537-3119) and Sandpoint, ID (208/263-6515).

In the May 26 issue of *Forbes* magazine, Editor-in-Chief Malcolm S. Forbes has addressed part of his *Fact and Comment* column to Resolution No. 220, the foolishness about forming a task force to go out after outlaw motorcycle gangs. Forbes, a motorcyclist, makes several points, all of which are good reading. Especially for the well-intentioned congressmen who support 220. Let's hope they do read and then understand it!

Maico, USA (Maico West and Maico Motorcycles, Inc., that is.) are hoping that the three-man MXGP squad — Gerrit Wolsink, Ivan Van Den Broeck and Herbert Schmitz — will race in the June 22 Bel-Ray USGP of Motocross. No final decision has been given by the factory, however. Maico West, by the way, has a new Sales Manager, U.E. "Rich" Schuenemann, formerly of Kreidler/Van Veen of W. Germany.

Beck-Arnley has decided to quit the motorcycle parts and accessories business. They'll keep the automotive outlets open.

The 44th Bol d'Or road race, slated for Sept. 13-14, will be an international endurance race, but it won't count toward the World Endurance Championship.

HosPITal STOP: PJ1's Tim Rockwood phoned Papa to fill in the missing information about Skip Aksland's get-off at the Spanish 500cc Road Race Grand Prix. Seems Skip high-sided on the second lap of the race, following unforseen delays that had robbed him of practice on the circuit, and broke his kneecap in five places. He's now waiting for the cuts to heal before undergoing an operation to correct the broken kneecap. Skip says he's through racing, that this accident and injury was the last straw. Get well cards may be sent to Aksland at 236 Mills Ave., Modesto, CA 95350.

Craig Vetter has announced his first High Mileage Contest, a major event of the upcoming Vetter Rally at Colorado Springs. A total of $1,000 in prize money will be awarded. The High Mileage Contest begins Friday, Aug. 22, at 9:00 a.m. The course is a 115-mile round trip, starting at the Rally campsite and running to Cripple Creek and back. Rules allow any street legal motorcycle equipped with a Vetter Fairing to participate. Two classes will include bikes with the Windjammer/Vindicator type fairings and bikes sporting the smaller Quicksilver Fairings. The contest will be limited to the first 200 who sign up at the rally grounds. Specific rules will be available at registration. The Vetter Rally, August 22-24, will include three days of camping, music, great food, special events, guests and speakers, all at the famous Flying W Ranch. Craig says that he is sponsoring this event to encourage the use of more efficient vehicles. He plans to ride to the rally on an experimental 100 mpg luxury touring motorcycle. For details, see your Vetter dealer or call the Rally Hotlines: 800/637-1134, or in Illinois 800/252-1119.

California OHV Advisory Committee to meet in Sacramento

SACRAMENTO, CA, MAY 27

The first public meeting of the California Department of Parks and Recreation's newly appointed citizens' OHV Advisory Committee is scheduled for Thursday, May 29 in Sacramento.

Major areas of concern for the committee will be recreational needs of OHV enthusiasts, acquisition, developement, and operation of State Vehicular Recreation Areas, and recommendations for allocation of state funds to federal and local agencies for provision of OHV facilities in California.

The committee, expected to meet four times a year in various areas of the state, will hear comments from the public regarding recreational use of off-highway vehicles. Recommendations will be made by the committee on how the Department, through its OHV recreational program, can best meet the OHV user needs.

The public is encouraged to attend the 7:00 p.m. meeting to be held in the Resources Building Auditorium at 1416 9th Street in downtown Sacramento.

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Andy Guth captured the OCIR 500cc Expert win on a KX420.

packed race and it kept the people in the grandstands on their feet.

There is always a huge turnout of 125cc Beginner racers and it is common to have serveral divisions. The 125cc Beginner division one race was excellent. K.C. Maddox ended up as the supreme winner but in each moto he really had to fight to take over the lead. In the first moto Darin Maddox had the lead for most of the race and then on the sixth lap K.C. took over. In the second moto, Brent Lloyd shot out front and with all of the bikes going over the first jump at once it was a real scramble. Lloyd came out of it in first and maintained till K.C. approached and slid on by for the lead on the sixth lap. Maddox ended up walking off with the first place trophy and he really deserved it after chasing and passing the competition. Taking second was Ed Watt then Darin Maddox, Lloyd and Dennis McCleary.

It is almost impossible to try and predict a winner in one of the 125cc sportsman classes. The 125cc Novice division one race was a case in which almost every rider had a different score in each moto. Scott Broviak was on the gas in the first moto and just whipped everyone. Jon Thomas, who put down "need one" under the sponsors' column on his sign-up sheet, took a good second place and Mark Stubbs took third.

Vic Lohr definitely got the best start in the second moto and he shot out front. Lohr held the lead till the eighth lap when Thomas crept up and made the pass while Lohr started to lose his position and was demoted back to fifth. John Whitfield didn't have the best of starts but he was really on the move and consequently dodged by a lot of the riders. Whitfield captured second in the final moto. Overall Thomas scored the best and bagged the first place trophy ahead of Whitfield, Mark Stubbs, Scott Broviak and Mike Farr.

Results

MINI BEG DIV 1: 1. Tom Martinez (Suz); 2. Doug Hawkins (Hon); 3. Kevin Glenn.
MINI BEG DIV 2: 1. Eric Gonzales (Suz); 2. Tim Linehan; 3. Gary Dellegatte (Hon).
MINI INT: 1. Chris Sparks (Kaw); 2. Dan Wawrzyniak (Yam); 3. T.D. Swets (Suz).
MINI EX: 1. Taylor Marcell (Kaw).
125 BEG DIV 1: 1. K.C. Maddox (Yam); 2. Ed Watt (Suz); 3. Darin Maddox (Yam).
125 BEG DIV 2: 1. Lane Steeber (Yam); 2. Bobby King (Suz); 3. Mike Sestich (Hon).
125 BEG DIV 3: 1. Larry Shafer (Kaw); 2. Dave Patton (Suz); 3. Jim Theys (Suz).
125 NOV DIV 1: 1. Jon Thomas (Hon); 2. John Whitfield (Yam); 3. Mark Stubbs (Kaw).
125 NOV DIV 2: 1. Chris Sestich (Yam); 2. Dan Brobeck (Suz); 3. Mark Manning (Suz).
125 INT: 1. Micky Dymond (Hon); 2. Dan Bartholomew (Yam); 3. Randy Skinner (Hon).
125 EX: 1. Rick Maki (Yam); 2. Rick Jackson (Yam); 3. Tim Hines (Yam).
250 BEG: 1. Bret Hester (Yam); 2. Paul Bassett (Yam); 3. Chris Fleming.
250 NOV: 1. Gary Sewell (Amx); 2. Jerry Lohr (Suz); 3. Jeff Wright (KTM).
250 INT: 1. Wayne Reid (Yam); 2. Greg McElroy (Yam); 3. Pete Burd (Hon).
250 EX: 1. Todd Peterson (Yam); 2. Huff Hadley (Mai); 3. Andy Guth (Kaw).
500 BEG: 1. Dave Collins (Kaw); 2. Larry Stowers (Hus); 3. Kim Porter (Yam).
500 NOV: 1. Dave Chavez (KTM); 2. Rich Stuetzel (Hus); 3. Mark Gibbs (Suz).
500 INT: 1. Miles Strickland (Yam); 2. Ed Cavanaugh (Yam); 3. Harold Johnson (Suz).
500 EX: 1. Andy Guth (Kaw); 2. Scott Cavness (Suz); 3. Scott Kinnier (Yam).

Peterson, Turner terrorize CMC Ascot MX

By Tom Corley

GARDENA, CA, MAY 7

The nighttime warfare is getting heavier all the time in the Continental Moto-sports Club Wednesday motocross at Ascot Park. A constant battle was seen this night between the phenomenal Todd Peterson and "Radical Ron" Turner. These two set the track on fire and destroyed all three of the Pro classes. Todd took his fast Yamahas to the 125 and 250cc Pro victories while Turner overthrew the usual 500cc Pro winner and took that big win.

For the past few weeks now, Matt Tedder has been taking first in the 500cc Pro class. It was a refreshing change this evening as the rider participation increased and action improved. Dale Lewis (Mai), sponsored by Track 'n Travel, surprised both Turner and Peterson by leading them in the first moto but just by a hair. Turner became radical in the final moto and got the best of everyone. He won the moto over Peterson, Lewis and Ron Utaski. Peterson came close to winning the second moto but developed a loss of power when an air boot came unglued on his KTM West's KTM 400. With a 2-1 score Turner was the overall cash winner ahead of Lewis, Peterson, Utaski and Tedder.

Doug Jacobs faced 16 others in the 250cc Intermediate class and cancelled out their hopes of victory as he took the win. Jacobs blew everyone away in the first moto, including Randy Rogers and DeVon Farley. The lead shifted in the second moto and a couple of riders who finished down in the pack in the first moto advanced greatly. C.J. Wenner had a flawless performance this time and took the second moto win. Ron Olson on a Honda trailed in second while Jacobs was aced out and landed third. With a 1-3 score Jacobs managed the overall win ahead of Olson, who was hurt by his first moto score. Dave Harris was third in front of DeVon Farley who nearly fell in the last moto when he got tangled up with a couple of other bikes while charging to the finish.

Results

MINI JR DIV 1: 1. Richard Fleming (Kaw); 2. Donnie Fish (Hon); 3. Mike Hughes (Suz).
MINI JR DIV 2: 1. Brad Moreau (Yam); 2. Trey McFarland (Yam); 3. John Davis (Yam).
MINI INT: 1. Gary Ybarra (Hon); 2. Dean Peterson (Yam); 3. T.D. Swets (Suz).
MINI EX: 1. Skip Godinez (Kaw).
100 JR: 1. Blake Vitali (Yam); 2. Michael Buchanan (Suz); 3. Jim Cobham (Yam).
100 INT: 1. Terrence Mumford (Yam).
125 JR DIV 1: 1. Rick Kramer (Yam); 2. Brian Bates (Yam); 3. Steve Rawlinson (Suz).
125 JR DIV 2: 1. Mike Lentini (Suz); 2. Rick Heckler (Suz); 3. Lyle Otada (Suz).
125 JR DIV 3: 1. Robbie Moore (Suz); 2. Bob Carney (Yam); 3. Steve Semlinger (Suz).
125 INT: 1. Craig Westergaard (Yam); 2. Angel Montoya (Hon); 3. Sean Gilboy (Yam).
125 PRO: 1. Todd Peterson (Yam); 2. Jim Holley (Mug); 3. Ron Turner (Suz).
250 JR DIV 1: 1. Darrell Russell (Hon); 2. Michael Tarkington (Kaw); 3. Warren Posey (Yam).
250 JR DIV 2: 1. John Stapleton (Yam); 2. Gary Sewell (Amx); 3. Alfred Perez (Amx).
250 INT: 1. Doug Jacobs (Yam); 2. Ron Olson (Hon); 3. Dave Harris (Mai).
250 PRO: 1. Todd Peterson (Yam); 2. Bill Ouellette (Yam); 3. Gary Jones (Amx).
500 JR: 1. Mike Stepak (Hon); 2. Trey Campbell (Yam); 3. Jim Kesler (Yam).
500 INT: 1. Glen Senecal (Yam); 2. Timbo Hall (Yam); 3. Steven Van Zant (Mai).
500 PRO: 1. Ron Turner (Suz); 2. Dale Lewis (Mai); 3. Todd Peterson (KTM).
OVER 30: 1. Tom Simpson (Yam); 2. Ed Ott (Yam); 3. Bob Crosta (KTM).

Lewis leads Old Timers at Hi Siders GP

By Bob Alloy

ADELANTO, CA, MAY 4

Sunrise Cycle Park in Adelanto was the location for the Third Annual Hi Siders Grand Prix. The track consisted of a seven mile loop, part MX and the rest desert. Twenty-two Old Timers were out there at 8 a.m. for a lot of action. The race was 45 minutes plus one lap which turned out to be four laps. The track was really well planned and there were ample flaggers at all the necessary points. The start was a live engine consisting of two waves. The first wave combined Masters and Experts and the second Amateurs and Novices. There wasn't any practice session and things did get a little hairy on the first lap.

Blackie Lewis took the lead in the Masters class and kept things well under control for the win.

Expert Don Maaden took that division. Dick Mosley was in with the second place win.

In the Amateur division, the big winner was Ed Scheidler who came through all those sandy whoop-de-doos in top form. Asker Larnkjaer dominated things for second place.

Pete Klasson of the Novice division quickly led the action and managed to keep things that way for the first place win and also finished in the middle of the Amateurs.

Thanks to the Hi Siders for the invitation. A really good time was had by all of us. ●

TEN YEARS AGO

Jim Rice (BSA) won the AMA half mile National at Reading, PA, recovering from a poor start to take the lead midway through the race. **Larry Palmgren** (Tri) and **Dick Mann** (BSA) finished second and third while **Tod Sloan** beat fellow Triumph rider **Denny Palmgren** in the Amateur race. Unlike current practice, only two Harley-Davidsons made the main event.

The two-day, 500-mile Greenhorn Enduro got to 60% of its 500 starters, and only 40% finished. Among the entrants were Eastern enduro riders **John Penton** and **Leroy Winters.**

The East team took a one-point lead in the East/West Motocross Challenge's first round at Pepperell, MA. Californians **Jim Wilson** (Gre) and **John DeSoto** (CZ) were the moto winners, but the East took the lead with better mid-pack placings. **Barry Higgins** (Oss), **Bob Ismailof** (Mai), **Seppo Makinen** (Hus), **Glenn Vincent** (Hus), **Peter Lamppu** (Mon), **Ron Jeckel** (Gre) and **Jim Weinert** (CZ) were the East team, and Wilson, DeSoto, **Tim Hart** (Mon), **John Rice** (Mai), **Jim O'Neal** (CZ), **Jim West** (AJS) and **Bill Clements** (Hus) rode for the West. The challenge was to conclude the following weekend with a race at California's Bay Mare race track.

A 13-year-old Penton-mounted southern California motocrosser came up to the Las Vegas area and dusted the locals in a European Scrambles. The motocrosser, **Marty Tripes** by name, beat **Casey Folks** in the 125cc Expert class. **David Laca** won the 250cc class and **Max Switzer** topped the Open ranks.

Tom Rockwood (Tri) won the weekly Ascot half mile Expert feature, defeating **Jimmy Odom** (Tri) and **Dewayne Keeter** (Nor). **John Hateley** was the Amateur winner over **Don Emde,** and in a continuing battle in the Novice ranks, **Kenny Roberts** (Suz) bested **Gary Scott** (Yam).

In motocross competition at Ascot, desert star **Rich Thorwaldson** thumped his Rickman-Metisse to the 500cc Senior win over **Mike Runyard** (Mon).

Russ Darnell sent a letter detailing his European adventures. In the Yugoslavian round of the 250cc MXGPs, Darnell started the first moto in 41st and worked up to finish 22nd. In the second moto Russ got a perfect start and led the pack until he topped a rise and accidentally kicked the bike out of gear. He finished 18th in the second moto for a 17th in the overall standings. Staying in Italy, Russ ended the letter by noting, "Bye the way, Rome is a gas. Saw the Pope yesterday but he didn't recognize me. Russ."

In speedway action, **"Wild Bill" Cody** swept both main events at Costa Mesa. At Lancaster, **Sonny Nutter** came up with the Scratch Main, **Jimmy Raymond** won the Handicap Main, and **Scott Autrey** won the Handicap Consolation. ●

AFTER 10 YEARS... WILL AN AMERICAN WIN AT CARLSBAD?

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June 22nd, 1980 is the tenth anniversary of the USGP. Will there at last be an American victory to add even more sparkle to the celebrations? The odds still have to be on the Europeans. After all, the Bel-Ray USGP is the only race on the American calendar which sees all of the World Championship superstars at the starting gate. However, Brad Lackey has been knocking on the world title door for the past three years and young chargers like Bob Hannah, Mike Bell, Marty Tripes and Danny LaPorte have all showed themselves capable of beating the world's best when the mood takes them.

So... after ten trying years for American's challengers, will this be the one? Come out to Carlsbad, California on June 22nd and do your bit for America in the toughest Transatlantic struggle since the Revolution!

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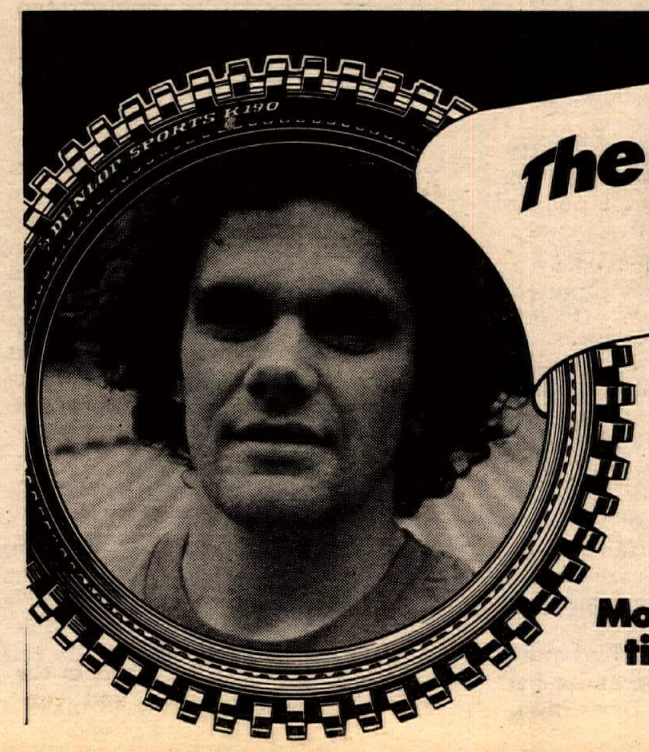

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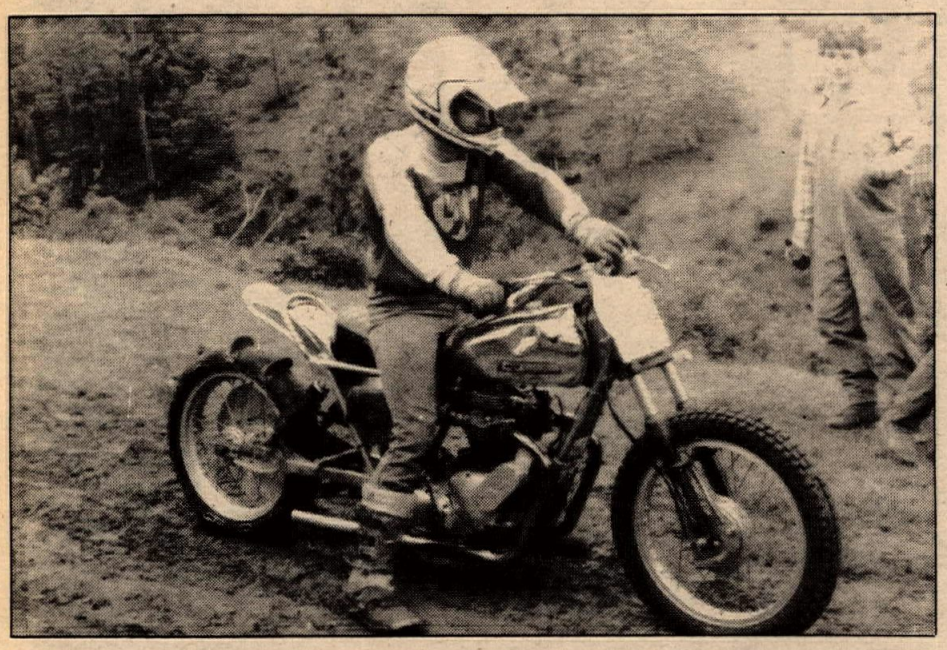

Kerry Peterson turned in a stellar performance at Handlebar Hill.

Peterson goes over the Handlebar

By Delbert Longbrake

ROSEBURG, OR, MAY 11

"Today I only ran 30% nitro and alcohol but I usually run 65%." Those were the words of Kerry Peterson after he took first place in the Exhibition class at the last hillclimb of the season at Handlebar Hill near Roseburg, OR. Kerry, fresh from the win at the Widowmaker hillclimb in Utah, blasted his Palmdale Harley-sponsored 800cc Triumph up the 1150-foot hill in 23 seconds, only three seconds off Ron True's long-standing 20-second record climb.

As is usually the case, standing at the bottom of the hill sipping a cool one and looking up towards the top, Handlebar Hill doesn't look that steep. But after climbing to the 600-foot mark and looking up at 550 more feet to go, the hill suddenly turns so steep that it makes a person dizzy to look down. Along both sides of Handlebar is an over-abundant supply of poison oak which is in full capacity this time of year. Someone commented that a fortune could be made by selling Calamine lotion at the snack bar. Luckily there was none of the nasty weed around the spectator area.

The hill itself goes up fairly smoothly until the 740-foot mark where there is a two-foot rock-type ledge. This ledge really separates the men from the boys as the rider has to hit the ledge just right so as not to lose time, either by flying through the air or by shutting off too long. One rider reportedly blew up his front tire on the ledge in practice. Peterson commented that overall, the hill was very challenging and not just a drag race to the top.

It rained much of the week before the climb and that, combined with the fact that it was Mother's Day, made for a rather poor turnout. Those who did attend found the hill in nearly perfect condition with traction plus!

The first riders on the hill were the 0-200 class and Erik Pierce was the first rider. On his first run, Erik went 270 feet. Jerry Allen was in the same class and on his run went 320 feet. By the third run Jerry had gone 500 feet for first place and Erik came in second at 400 feet.

Rick Chapman was the first 250cc rider to try for the top, and after about 712 feet he took a trip through the poison oak. The first rider of the day to go over the top was Steve Stith from Riverside, CA. Steve and his modified Maico went over in 30.6 seconds and that was good enough for first place in the 400cc class. The only other rider in the 400cc class to make the top was the president of the hosting club, Ironhorse Enterprises, Dave Morris. Dave went to the top in 33.88 seconds.

Chuck and Kerry Peterson were both riding the 500cc class but both had bad luck. Chuck went 785 feet only to lose his ignition and Kerry seized his Wheesmith Maico so both had to watch the other 500s. Dave Morris rode the 500cc class also and on his third run he turned a 30.35 second run. This just barely kept him ahead of Randy Hvall who stopped the clocks at 30.50 seconds. Both riders were on Yamahas.

In the Open class, Dick Chambers took his 750cc Triumph to the top of the hill in 25.3 seconds. In second was Tom Allen on another Triumph, a 650. Tom's time was 27.6 seconds. Chambers also rode the Open Exhibition class. Dick is the local favorite hailing from Grants Pass, OR. Wearing leathers he bought in 1959, riding a straight gasoline-burning Triumph 750 which he bought new in 1966, and with a Yokohama tire which looked like it could have been on the Triumph when Dick bought it in '66, Mr. Chambers flew over the hill in 26 seconds. Dick was the very first rider to top Handlebar Hill back in 1968 and another time he rode up the hill while standing on the seat!

Kerry Peterson, armed with 800cc's of Triumph, nitro in the tank and chains on the tire made his first run count. Spewing dirt and rocks 50 feet behind him, he had the yellow flag at the top of the hill waving at 23 seconds. It was a good thing his first run was a good one because at the top he lost a seal in his Triumph and his oil pressure dropped to five pounds. Kerry thought that his 23 second run would hold and he didn't want to chance blowing an engine with another climb coming up next weekend.

There was one other interesting entrant in the Open Exhibition class, Dan DeYoung. Dan is the secretary of the local club but that isn't what made him stand out, nor was it when he hit a tree at the top of the hill. It was his rear tire or rather lack of said tire. Dan received instant acclaim at the Widowmaker two weeks earlier when he unveiled a rear steel rim which had medal paddles welded right to the rim! There was no rear tire involved at all! People kept telling him that he had forgot to put his tire on. Dan's invention seemed to work well but after he hit the tree, he decided to hang it up for the day. When asked why he hit the tree he commented, "Because I didn't want to go over the other side which is just as steep as this side."

And with that another season was over at Handlebar Hill. The season should be starting up again around November. There are some changes planned for next year, one being to move the starting area which will add two new jumps and another 200 feet to the hill. The facilities at Handlebar are excellent for both spectators and riders. With an overnight camping area in a lush green peaceful valley, a good snack bar, and excellent viewing of the superb hill, Handlebar Hill will definitely be a must for hillclimbers and fans!

Results

0-200: 1. Jerry Allen (500 ft.); 2. Erick Pierce (400 ft.).
250: 1. Rick Chapman, 690 ft. (Yam); 2. James Hall, 500 ft. (H-D).
400: 1. Steve Stith, 30.6 sec. (Mai); 2. Dave Morris, 33.88 sec. (Yam).
500: 1. Dave Morris, 30 sec. (Yam); 2. Randy Hvall, 30.5 sec. (Yam); 3. Dan Deyoung, 800 ft. (Yam).
OPEN: 1. Dick Chambers, 25.3 sec. (Tri); 2. Tom Allen, 27.6 sec. (Yam); 3. Dave Morris, 29.3 sec. (Yam).
OPEN EX: 1. Kerry Peterson, 23 sec. (Tri); 2. Dick Chambers, 26 sec. (Tri); 3. Rich Sousa, 28.6 sec. (Tri).

Fremont Raceway MX opens on new track

By Mel White

FREMONT, CA, MAY 11

Fremont Raceway opened its 1980 season today and the fact that 300 riders showed up may indicate that Fremont is starting a hot new season. The track is in an entirely new location west of the main grandstand and everything must be constructed anew. A variety of problems has plagued the construction effort with the result that of the many features promised in the advance publicity, only the stadium-style sand track materialized. The used foundry sand brought in to make the track surface worked remarkably well. It got very rough but it kept good traction and produced virtually no dust. However, it contains a lot of metal filings, which may or may not prove to be a problem, and large sharp chunks of waste casting metal are mixed up in it which should not be part of a motocross track.

Improved facilities are on the way and when completed, will serve regular Friday night racing as well as open practice sessions and Sunday races. Fremont expects to become northern California's most complete racing facility. When it does, this crowd will probably be back to enjoy it.

Gary Rabe (Hus) had the holeshot in the first moto of the Open Experts with Dan Castelhano (Yam) and Rick DeLong (Mai) following. That line up prevailed as those three bikes pulled out a strong lead until the third lap when Rabe fell and got up in third position. DeLong, now in second place, fell a couple of times also, but managed to get moving again without giving away any spots. Mike Lane (Yam) was on the move until he also fell and lost a lap.

The second moto saw Castelhano take the holeshot with Rabe and Kelly Smith (Yam) following. DeLong got a last-place start. Tim Alarcon (Yam) was soon into third. At about mid-race, Rabe and Castelhano tangled in a corner and lost enough time to let Alarcon move into the lead. By this time DeLong had worked up into fourth and was preparing to make a serious bid for second place. He fell several times trying but was still able to get past Rabe and finish third. Alarcon had a handsome lead and took the checkered flag well in front but Castelhano was still in second which won him first overall.

In the first moto of the Open Intermediates, Kenny Henze (Suz) had the holeshot with Steve Paovodich (Mai) behind, but by lap's end Paovodich had established himself as the leader with Henze a solid second. At mid-race, however, Henze stalled his engine in a tight corner and found himself in fifth place before it would fire up again. Steve Hays (Hus) was there to take second-place honors.

In the second moto Henze again had the holeshot with Steve Ortiz (Mai) next. Ortiz and Henze traded the lead a couple of times but neither of them garnered the win. Paovodich, third off the start, tallied a perfect 1-1.

Jim Beeman (Hon) had the holeshot in the first moto of the 250cc Experts followed by Craig Wessel (Yam) and Jim Cunningham (Yam). Wessel was into the lead before the lap was over and not only stayed in front but stretched out a lead well cushioned by lapped riders. Alarcon kept on the move from a mid-pack start and was into second place for the checkers. Beeman held on in third.

Cunningham got out in front to have the holeshot in moto two. Harold Hutson (Hus) was next and Wessel's was soon the third bike in line. On the fifth lap Hutson managed to get in front of Cunningham but as luck (bad) would have it, Hutson stalled his engine in a corner and Cunningham was too close not to go down behind him. Wessel maneuvered around them into the lead. Alarcon came up behind Wessel and the two of them began inching ahead of the others lap by lap until Alarcon grabbed an opportunity to get in front of Wessel and easily held the lead for the remainder of the moto, assuring himself of first overall.

Alex Chellew (Yam), John Curci (Hon) and Scott Castaneda (Yam) had the best starts in moto one of the 250cc Novice Division One, although Jim Ownes (Yam) soon moved ahead and stayed to finish first. John Malcomb (Yam) maneuvered into second, Curci stayed up for third and Castaneda was a strong fourth with lapped riders making the going a lot tougher toward the end of the moto.

Castaneda had the lead from the first turn until the checkered flag in moto two, riding with enough grace and confidence to make the rough, difficult track look easy. Curci, Malcomb and Owens were in it again as well. In fact, the scores were the exact reverse of the first moto scores making it a four-way tie in points for first place.

Wessel led the 125cc Experts around the first turn in their first moto and held his lead for several laps before being displaced at the front by Jeff Watts (Yam) and finally retiring from the moto for good. Mike Beier (Yam) and Willie Miller (Hon) were in tight formation behind Wessel at the start and for the last half of the moto Beier was right behind Watts dicing for the lead. A little farther back Miller, Mike Holmes (Suz) and Joey Schlag (KTM) contended fiercely with each other. Ultimately, Watts came in first, Beier a close second and Holmes third for the moto.

Watts was in front for the whole second moto followed first by Jim Cressa (Yam) then Holmes and from mid-race on Beier was again in second place.

Results

MINI EX: Tony Flores (Suz).
MINI NOV: 1. Scott Schubert (Suz); 2. Doug Gillette (Hon); 3. Ronnie Hawkins (Yam).
100 NOV: 1. Frank Szazy, Jr. (Suz); 2. Mitch Hachenberg (Suz); 3. Bill Moseman (Yam).
VET EX: Rich Lokke (Hon).
VET INT: Dean Brown (Hon).
VET NOV: 1. D.L. Korte (Yam); 2. Dave Johnson (Suz); 3. Greg Young (Yam).
O.T. NOV: Rick Parkinson (Mai).
OPEN EX: 1. Dan Castelhano (Yam); 2. Tim Alarcon (Yam); 3. Rick DeLong (Mai).
250 EX: 1. Tim Alarcon (Yam); 2. Craig Wessel (Yam); 3. John Beeman (Hon).
125 EX: 1. Jeff Watts (Yam); 2. Mike Beier (Yam); 3. Mike Holmes (Suz).
OPEN INT: 1. Steve Paovodich (Mai); 2. Todd Graybeal (Yam).
250 INT: 1. Timothy Tremoing (Suz); 2. Van Buxton (Hon); 3. Robbie Webster (Yam).
125 INT: 1. Paul Duchscher (Yam); 2. Cody Perreault (Suz); 3. Matt Elkins (Suz).
OPEN NOV DIV I: 1. Jim Owens (Mai); 2. Jeff Lind (Suz); 3. Rick Vermace (Mai).
OPEN NOV DIV II: 1. Scott Kinsman (Mai); 2. Mike McGurdy (Mai); 3. Sam Meek (Yam).
250 NOV DIV I: 1. Scott Castaneda (Yam); 2. John Curci (Hon); 3. John Malcolm (Yam).
250 NOV DIV II: 1. Mike Raque (Yam); 2. Ken Kasik (Yam); 3. Bill Perreault (Yam).
125 NOV DIV I: 1. Tim McWhorter; 2. Brett Cahors (Yam); 3. Arthur Kingbeil.
125 NOV DIV II: 1. Scott Keller (Hon); 2. Brett Lafayette (Yam); 3. Ron Bradley (Kaw).

Key nails money at Lodi

By Ann Carr

LODI, CA, MAY 10

McGill's Motorcycle Yamaha rider Mark Key ran away with the lion's share of the Semi-Pro money at Lodi's sixth short track of the season by slipping past Jeff Mason in the 500cc Main, placing second behind Kim Jorgensen in the 250 go and nailing the King Race after several false starts. Mark was especially impressive in the 500cc Main as he patiently pressured Jeff Mason and slipped into first late in the event.

Jorgensen wrapped up his fourth of six Mains in the 250 show by grabbing one of his patented starts and sailing easily while everyone bumped and shoved behind him. Joe Knight appears to be back in form as he grabbed third and then followed Key for the second-money spot in the King Race. Billy Arbogast beamed after making his first Expert money by finishing fourth.

David Boyles emerged as the man to beat in the 360 competition as he singed the troops for his third win in a row. Jim Mahoney was again second.

Chris Carr easily won the small 100cc Expert Main and the Mini King event on the Boss ND-sparked JB Racing Suzuki, but was a victim of over-aggression on the start of the 80cc Expert Main while Kurt Chandler jumped to the front on the Salinas Kawaski and was never seriously threatened. Chris made some neat passes through the pack for second while Tommy Knight took his Star-framed Spinetti's Suzuki in for a strong third.

When Bobby Black races, he usually does the job and tonight he swiped a nice 80cc Novice win from a hard-charging Bryan Taber. Scott Casey overcame his Lodi fall-offs to nail a penalty-ridden Junior Main over Bodie Shepherd. Scott moves ever closer to the Expert ranks.

Newark's Doug Baber won the 125cc Novice Main over point leader Rob Dunham, and then two extremely fast 250cc Novice heat winners — Jamie Mason and Randy Fisher — squared off in the Main with Jamie taking his Harley to a comfortable win. Charles Jones topped a very competitive 250cc Junior group with Dennis Houser and Shawn Black edging point leader Hal Hook who failed to score points for the first time this season.

Lodi's Jerry Lanning returned to the 500cc class this evening and picked up where he left off three weeks ago by outdistancing Joe Flowers in the Junior Main. Jerry has won every 500 Main he has ridden at Lodi this season. Stan Morris from Fremont beat out another of those "ancient" BSAs by topping Randy Holycross in the Novice portion of the 500s.

Lodi's feature race of this month comes up on Sunday night, May 25, with the running of the 14th Annual Archie Clark Memorial. Proceeds this year will again go to the AMA's hemophilia fund.

Results

100 EX: Chris Carr (Suz).
80 NOV: 1. Bobby Black (Kaw); 2. Bryan Taber (Yam).
80 JR: 1. Scott Casey (Suz); 2. Bodie Shepherd (Kaw).
80 EX: 1. Kurt Chandler (Kaw); 2. Chris Carr (Suz); 3. Tommy Knight (Suz).
125 NOV: 1. Doug Baber (Yam); 2. Robbie Dunham (Yam).
250 NOV: 1. Jamie Mason (H-D); 2. Randy Fisher (Yam).
250 JR: 1. Charles Jones (Yam); 2. Dennis Houser (Yam); 3. Shawn Black (C-A).
250 EX: 1. Kim Jorgensen (C-A); 2. Mark Key (Yam); 3. Joe Knight (Yam).
360 EX: 1. David Boyles (Hon); 2. Jim Mahoney (Hon).
500 NOV: 1. Stan Morris (Yam); 2. Randy Holycross (BSA).
500 JR: 1. Jerry Lanning (Yam); 2. Joe Flowers (Yam).
500 EX: 1. Mark Key (Yam); 2. Jeff Mason (Yam); 3. Danny Moore (Hon).
ODYSSEY: Roy Stanton (Hon).
MINI KING: Chris Carr (Suz).
MAXI KING: 1. Mark Key (Yam); 2. Joe Knight (Yam).

Applequist and Douglas take Virginia City GP

By Moto-Depot

VIRGINIA CITY, NV, MAY 10-11

In the tradition of all past Grand Prix held in and around the scenic town of Virginia City, the weather and difficulty of the course determined the winners. Leading early in this 4½ hour race did not necessitate being the winner at the end and more than a few went home disappointed after having seen the glitter of silver in their eyes while leading the beginning laps. The race was run two days, Saturday May 10 and Sunday May 11, and the overall winner of each day received a trophy made with a solid silver bar which usually insures the racing will be outstanding, and it was.

The race course was approximately 17 miles around and combined all types of terrain, fast and tight dirt roads, cross country trail, nasty downhill and the infamous pavement. Although the course was smooth compared to past Virginia City standards, the weather did its part to make it difficult to make the finish line. If it wasn't raining, it snowed or the wind blew you off the bike. But finishing was all that mattered to many because even to finish a classic race like Virginia City is something to remember forever.

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NORTHERN DATELINE

Gary Vanderpool led Virginia City GP's first lap Sun. but seized.

in lines of 10, started 10 seconds apart. A drizzle of rain insured the dust would be at a minimum. The 125cc Experts were favored to win overall but a 250cc Novice could do it. A roar heard for a mile and a large cloud of exhaust smoke signaled the start as riders drag raced pas the old V & T train depot, hoping to be first off the dropoff at the end of the straightaway to get an edge on the competition. In 6½ minutes the start was over and the waiting began. Pit crews had their stop watches out and 28 minutes later Mike Darby (Yam), a 125cc Junior, was through first physically but Randy Teel, a 125cc Expert on a Sportcycle KTM, was leading on time. Starting out on the fifth row, Teel was through the pits in fifth place overall the first lap and leading the next two laps while dicing with Jim Jackson on a Husky who was a lap down. But on the fourth lap, Teel never showed up; out with mechanical problems, he walked from the back of the course.

By this time most of the other favorites to win, 125cc Experts Gary Charters, Mike Cole and Bruce McDougal, were either behind or out with problems. 250cc Novice Roy Applequist rode a consistent, trouble-free race to finish first overall and take home the Silver Trophy.

Sunday

This was the day the big guns ran, Open and 250cc Experts, and lap times were expected to be much lower than Teel's 27-minute lap on Saturday, but it wasn't to be. Gary Vanderpool on a Husky had a 26-minute first lap and a tremendous lead but seized and was never in contention again. Husky-mounted Phil Douglas, the eventual winner, rode smooth and consistent with 27-minute laps like clockwork to inherit the win from Shane Hybarger, also Husky-mounted, who led on time from the fifth lap to DNF on the last lap from a horrendous crash caused by the snow which began at the end of the race. Douglas and Shane were the only riders to go out on 11 laps. Shane would have been second overall if he had taken the checkered flag. But Darrell Brown, on a Honda Shop XR500, took that honor as well as first Four Stroke Expert. Husky rider Jeff Kaplan was an early favorite to win but finished third overall, second Open Expert. There were two 200cc Experts entered, Matt Collins (Yam) and D. Joyner (Suz) and they elected to run in a combined 200-250 Expert class and finished first and second in that class, respectively. Collins rode brilliantly to that win with a 10th overall and Old Timer winner, Haywire Haynes who is no slouch himself, finished eighth overall and said he had diced with Matt all day and that he was "one fast kid."

An air of professionalism was added this year as Coors numbered vests, donated by O.K. Distributors, made rider identification uniform and easy. White's Cycle in Carson City donated two 175cc Kawasakis for a drawing each day for all race entries, which made two racers happy even before the race started. Hi-Point's Bruce Young was there with all sorts of race goodies for the drawing.

Unofficial results

SUNDAY

1. Phil Douglas; 2. Darrell Brown; 3. Jeff Kaplan; 4. Doug Noell; 5. Franklin James Risner; 6. Conrad Stitser; 7. Kevin Ingalls; 8. Haywire Haynes; 9. John Harker; 10. Matt Collins.

SATURDAY

1. Roy Applequist; 2. Don Young; 3. Kevin Brown; 4. Stan Smith; 5. Tony Souza; 6. Rich Bartels; 7. Mike Franklin; 8. Mike Pavler; 9. Dean Kirk; 10. Al McElroy.

Phoenix fast at British Columbia RR

By Bruce Scholten

WESTWOOD, BC, MAY 4

The Westwood Motorcycle Racing Association presented the Spring Trophy Races today backed by brilliant sunshine and in conjunction with the Sports Car Club of British Columbia as bikes alternated with various formula and sports cars on the hilly 1.8-mile course. Thoughtful programming had more than half the bike heats run before any car races. And the car classes most likely to drop oil on the track were posted at the end of the day. A great time was had by all, as few bikers could blame their get-offs on dropped auto oil!

About 100 two-wheeled road rashers competed for the $1800 purse. Although at a minimum, everyone got some practice time.

Tim Lloyd's "Big Bore-"sponsored Kawasaki from Richmond, B.C., was favored to win the sidehack class. The power was there, but Lloyd and new monkey Bob Evans were boggled by poor steering. Early in both heats, Team Turtle (John Wildman and Rick Davison) secured the lead and kept it. Dave and Alex Wildman managed second in the first heat, but a later DNF allowed the Big Bore Kawasaki second overall.

Crowd pleasers of the day were Rocky Phoenix and Brian Sutton. As each combined Superbike and 550cc Cafe heat was waved off, Rocky's fast Krauser-sponsored, Wasco-framed KZ1000 (headed for the June 1 National at Elkhart Lake, WI) grabbed a huge lead. In fact, by lap two of heat two, Rocky had a one-third mile lead on the field. The bike ran well as Phoenix nabbed back-to-back wins.

This is not to say that behind him all was peace and quiet. William Matty's Suzuki 750 turned third and second-place finishes into second overall and Grant Turner (North Shore Suzuki 1100) combined a third and fourth for third. Bellevue, WA Suzuki's Joe Davis made fourth overall. Always a believer in stock shocks, he fought Randy Skiver's old GS1000 to double fourths.

Meanwhile Brian Sutton and his RD400 (M.E.I. of Yakaima, WA) gave certain people heartburn. He dusted off quite a few Superbikes on his way to second overall in 550cc Cafe. Both times he followed Brian Rolls' Yamaha to the checkered. Bill Holden's 550 won the first heat, but a poor finish later relegated him to fourth for the day.

Sutton zapped both 400cc Production heats. In the first heat, his 1000-foot lead was slowly reeled in by Steve Wyatt's Can-Am with home-built watercooling. Sutton won by just 20 feet. He took the second heat more easily as Wyatt DNS. Carlos Caballero put a fourth and second together for second overall. Seattle Honda's Scott Moon put his knee down one more time as he flogged the mighty Honda Hawk to third overall.

In 125ccGP, young Rhys Howard led Dean Isaac's Can-Am in heat one. The order reversed in the second race to give Isaac first overall by virtue of the last performance. Mike Mayes took the Seattle Honda 125 to third on his first ride. RSC watercooling looks to be the new trick in this class. With Campagnola wheels and pink fuel lines, it may be even faster.

Alan Seddon won his 250cc GP class. Peter Puhakka and Greg McRae hotly contested both races and Puhakka even led the second race, briefly, on lap four. But the best they could do was swap second and third places and Puhakka snared second overall by virtue of his last heat performance. Bruce Lind contested the first heat on the Wasco Honda 500. The single cylinder motor appeared tired after a winter of trail riding. So did Bruce, after a nasty sidehack crash at Portland last week. On May 18, he and others will bounce back for more at Seattle International Raceway.

Results

400 PROD: 1. Brian Sutton (Yam); 2. Carlos Caballero (Yam); 3. Scott Moon (Hon).

125 GP: 1. Dean Isaac (C-A); 2. Rhys Howard (Hon); 3. Mike Mayes (Hon).

250 GP: 1. Alan Seddon (Yam); 2. Peter Puhakka (Yam); 3. Greg McRae (Yam).

SIDECARS: 1. John Wildman/Bill Davison (Suz); 2. Tim Lloyd/Bill Evans (Kaw); 3. Dave Foreman/Phil Roney (Tri).

550 CAFE: 1. Brian Rolls (Yam); 2. Brian Sutton (Yam); 3. Tom Farnell (Yam).

SUPERBIKE: 1. Rocky Phoenix (Kaw); 2. William Matty (Suz); 3. Grant Turner (Suz).

Worth and Field get CMC and NMA Huron wins

By Jerry Parsons

HURON, CA, MAY 4

Tim Worth was the center of attention at CMC Huron today as he won both 250cc Pro motos despite a $100 bounty on his head while Kevin Field was among the Mini winners in the NMA National program. The 250cc Pros blasted off the line with Worth (Hon) pulling the lead. Tim Dias (Mai) and Jim Ellis (Suz) both rode hard after Worth, with the look of a cool $100 in their eyes. Eddie Sanders held down fourth spot until lap two when Damon Webb moved by to give chase to the leaders. Soon after the second lap was completed, Ellis moved by Dias to go after Worth. By the halfway point, Ellis and Worth were within fighting distance and Chip Chapman (Hus) was moving through the pack. Chapman, who had started midway in the pack, was now running a healthy fifth position. Placing remained the same until the final lap with Chapman moving into fourth.

The second moto started with Worth pulling another early lead. Following in Worth's tracks were Ellis and Jim Burges (Suz). Dias, wanting to get into the money, soon overtook Burges and gave chase to Ellis. Worth rode hard but couldn't shake Ellis loose. The two managed to pull away from the pack while Chapman was working toward the front.

Chapman was now running fifth while Gene Manhire overtook Burges for fourth. Burges soon retired with mechanical problems. Ellis gave Worth a hot run without room for error, but when the checkered flag dropped, Worth was half a bike length ahead and the $100 bounty went untouched. Dias finished third with Manhire and Chapman taking fourth and fifth.

In the NMA portion of the program, Kevin Field pulled off a close win in the 80cc Modified Intermediate class over Lee Duncan (Yam) and Chris Heyman (Yam). The first moto jetted off the line with Field (Kaw) pulling an early lead. Following Field were Curt Bissel (Kaw) and Eddie Gold (Kaw). By lap two, Duncan had passed Gold and was pressing the leaders hard. Field held his lead firmly, knowing that a win would qualify him for the NMA Minicycle Nationals to be held in Oklahoma. The places remained unchanged to the finish with Field taking first followed by Bissel and Ducan.

The second moto began with Duncan taking an early lead over Field. Heyman and Bissell were running a fast third and fourth hoping to move in on the leaders. Duncan, knowing that the moto had been cut to three laps, rode wide open knowing that a pass was possible. Bob Sieco (Suz) had moved by Bissell and now held fourth. The third lap came fast with Duncan

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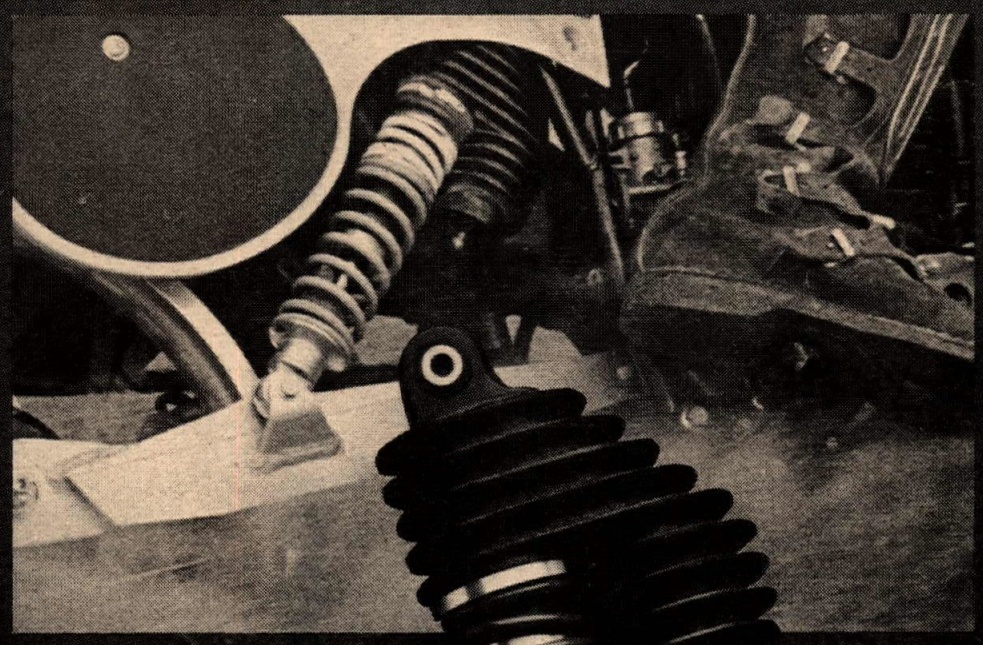

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taking first, Field second and Heyman third. The next qualifier in this area with be at Little Oakie in Madera on May 31.

Results

50cc PEE WEE: 1. Mike Wananin (Suz); 2. Mike Young (Suz); 3. Bobby Paschallo (Ita).
50 STOCK: 1. Tim Prichard (Yam); 2. Mike Paschallo (Yam); 3. Manuel Crumb, Jr. (Suz).
9-11: 1. Chris Neal (Yam); 2. Jamie Wooten (Suz).
100 JR: 1. Pat Imperatrice (Yam); 2. Ritchie Haselden (Suz); 3. Mike Ewers (Suz).
100 INT: 1. David Holmes (Suz); 2. Mark Rouff (Yam); 3. Pat Wymore (Suz).
80 STOCK: 1. Eric Tiddell (Yam); 2. Shawn Freiling; 3. John Cook (Suz).
STOCK: 1. Mike Young, Jr. (Yam); 2. Gary Riekki (Suz); 3. Shawn Wooten (Yam).
JR CYCLE: 1. Shawn Wooten (Yam); 2. Chris Neal (Yam); 3. Jamie Wooten (Yam).
80 INT: 1. Kevin Field (Kaw); 2. Lee Duncan (Yam); 3. Chris Heyman (Yam).
80 EX: 1. Tyson Vohland (Yam); 2. Don Licon (Kaw); 3. David Berlin (Kaw).
125 JR DIV 1: 1. Alan Reed (Suz); 2. Scott Robr (Suz); 3. John Lassley (Suz).
125 DIV 2: 1. Tom Wetzel (Yam); 2. Ken Bookout (Hon); 3. Ron Quiteriano (Yam).
125 INT: 1. Dan Hannah (Yam); 2. Mark Rouff (Yam); 3. Randy Brown (Suz).
125 PRO: 1. Jim Keese (Hon); 2. Scott Yarbrough (Suz); 3. Tony Fazio (Hon).
80 STOCK INT/EX: 1. Don Licon; 2. Tyson Vohland (Yam); 3. Lee Duncan (Yam).
250 JR: 1. Neil Hughan; 2. Troy Smalley (Suz); 3. Warren Frank (Suz).
250 INT: 1. Danny Wark (Suz); 2. Brett Simonsen (Hon); 3. Frank Villa (Hon).
80 MOD: 1. John Cook (Suz); 2. Steven Day (Suz); 3. Shawn Freiling (Kaw).
9-11: 1. Mike Young (Yam); 2. Gary Riekki (Suz); 3. Scott Scamans (Suz).
OPEN JR: 1. Kenny Noland (Yam); 2. Scott Creage (Suz); 3. Terry Erians (Suz).
OPEN INT: 1. Harry Baudakian (C-A); 2. Gary Wilson (Suz); 3. Jim Holmes (Yam).
250 PRO: 1. Tim Worth (Hon); 2. Jim Ellis (Suz); 3. Tim Dias (Mai).

Over the Hill Gang boogies at Thurston

By Marilyn Waltmire

OLYMPIA, WA, MAY 3-4

The First Annual Over the Hill Gang World Championship turned out the largest number of riders, aged 30-39, ever in the Northwest. Sixty-five riders, backed by the Washington Old Timers and three support classes, participated at the new Thurston County ORV Sports Park.

In a weekend filled with great racing, the fifth moto in the Expert class provided some of the closest competition. Canadian Chad Sinclair took the lead followed by Everett Waltmire and Ken Shandrow, both from Washington. Shandrow got by Waltmire on the third lap and then took over first place on lap four. On the sixth lap, three riders made a charge at Waltmire for third place. Steve Hall and Steve Glenn, both from Washington, and Doug Hauck from Canada all hung together for three more laps when Glenn got around Hall. At the end of twelve laps, Waltmire had held on to third and Glenn had to settle for a close fourth.

The Amateur class was a tossup between Duane Barnhart and Dayton Hickson, both from Washington. Going into the last moto, only two points separated them for first and second place. Twenty-six riders went into the first turn and coming out on top were Canadian Lyle Miller, Richard Thomason and Barnhart. At the end of nine laps, these first three places remained the same, giving Barnhart the overall victory.

Racing in the Novice class was as competitive as any. Greg Stowe led the way around the 1.5-mile sand track in five out of six motos. For some of the riders, this was their first motocross experience. Placing second was Ron Hofer from Vancouver, WA, followed by Rocky Johnson and Joel Hathaway.

Results

OTH EX: 1. Ken Shandrow; 2. Chad Sinclair; 3. Steve Glenn.
AM: 1. Duane Barnhart; 2. Dayton Hickson; 3. Brian Rau.
NOV: 1. Greg Stowe; 2. Ron Hofer; 3. Rocky Jackson.
MASTERS (OLD TIMERS): 1. Bob White; 2. Joe MacKenzie; 3. Jerry Lust.
EX: 1. Bill McCandless; 2. Vern Rank; 3. Ben Sessions.
AM: 1. Bub Coles; 2. Eric Berkenshaw; 3. Irv Thompson.
NOV: 1. George Moody; 2. Val Vanleuven; 3. Dick Graam.

Argyll two-day MX doubles racing for everyone

By Mel White

DIXON, CA, MAY 3-4

More and more people are discovering that motocross is a terrific sport — that's good — but to accommodate all the riders the motos are getting shorter and shorter — that's not good. The promoters at Argyll Park want to do something about it by spreading the race over two days. That way all the motos can be much longer. This weekend was the first such event. On Saturday the Pros and Experts got a full hour of practice and 30-minute motos without even having to get up early. Hopefully the high quality racing made possible by relieving the pressure of time will attract not only more riders but more spectators as well and the Saturday Semi-Pro program can become financially self-supporting. The burden now, as usual, is on the Sprotsmen, but they got their money's worth this Sunday with 20 and 25-minute motos. Let's hope they never have to settle for less!

On Saturday, Dave Wood (Yam), Joey Schlag (KTM) and George McNamara (Yam) came out of the gate at the front of moto one of the 250cc Experts. By the second lap Schlag and Wood had put a little distance between themselves and the others with McNamara in third a little ways back. Schlag was ahead but Wood was right

on his rear fender until he fell in a muddy spot during the fourth lap. He retained second place, but it gave Schlag a 10-second lead.

Three laps later, Wood had made up that lost time and was back on Schlag's fender. Schlag stepped up the pace a bit and it was a heavy race the whole way, with Schlag in front by a mere 20 feet at the checkered flag. McNamara was still there in third.

Wood had the holeshot and pulled out what looked like an unbeatable lead at the beginning of the second moto. Schlag had to work slowly up from a sixth-place start. At the mid-way point, Wood fell and both McNamara and Schlag had closed up the distance and were right behind him when he got moving again. Schlag wicked by McNamara and pressed Wood who crashed again coming down off the big hill putting Schlag out front for good. Wood stopped a third time and did not get back aboard until he was in last place. McNamara salvaged second, Ron Combs was third and Mark Hearn (Yam) was fourth.

Mike Beier (Yam) had the holeshot in the 125s with Spoof Pena (Suz) and Dana Waxham (Suz) next. Waxham was very quickly into second and chasing Beier, but by the third lap Beier had a commanding lead. Waxham was still in second but riding with a flat rear tire. He managed to hold off those behind him for five full laps. Phil Crane (Yam) was the only rider to finally get by. Pena fell back to fifth place and Waxham held off Tom Leat (Yam) for the remainder of the moto to finish third in spite of his flat tire. The wheel was even in decent shape at the end of a very impressive ride.

Beier again had the holeshot in the second moto with Waxham right behind. Waxham got by Beier in the back sweeper on the second lap and slowly increased his lead bit by bit, lap by lap, to finish well in front. Mike Holmes (Suz) held down third for much of the moto and then Pena took it for several laps. However, the most remarkable rider was Pete Langley (Suz) who worked up from a ninth-place start to pass Pena at the white flag and come across at the checkered a comfortable third. During the final laps of this race Langley probably turned the fastest lap times of any 125cc machine for the day.

When the Open Experts left the starting gate for their first moto it was Dave Wood (Yam) in front with Dean Wiggins (Mai), Randy Pockrandt (Mai) and Joey Schlag (KTM) next. During the third lap, Wiggins got past Wood for the lead. Half a lap later Wood pulled off and DNF. Schlag chased Wiggins for the next three laps before pulling into the pits with part of his electrical system dangling. Pockrandt inherited second place 15 seconds behind Wiggins but closed until he slid out in a turn and dropped back to fifth. Jim Inglebright (Mai) was the next possible contender to Wiggins' first place but he couldn't get close enough. Schlag got back into the race to finish, but was a couple laps down and out of the money.

The second moto was a new story. Inglebright led the first half followed first by George McNamara and later by Jerome Heiberger (C-A). Heiberger quietly (Can-Ams are quiet, but fast) passed into the lead for the second half of the race. Inglebright stayed in for second and Brad Emery (Yam), a rider to watch, was into third. Schlag and Wiggins were back in about sixth and seventh and unable to improve their positions by more than a couple of spots.

The Vets led off the program on Sunday morning. Bill Wellman (Yam) and John Linbarger (Hon) vied for the holeshot. Linbarger kept the lead throughout with Wellman second most of the way. Harry Bellicitti (Yam) was pretty far back to start with but kept moving up to finish a strong second, relegating Wellman to third.

For the second moto Lloyd Thornburgh (Yam), Wellman and Linbarger were first out. Bellicitti was next in line and by the middle of the race had caught and passed Linbarger and began opening up his lead to win handsomely.

Scott Castaneda (Yam) was on the first bike out in the 250cc Novice race with Kevin Bixby (Yam) close behind. Castaneda and Bixby pulled out a little from the others and it promised to be a good race between them. Castaneda and Bixby traded the lead on the fourth lap with Carl Bright (Hon) an eager third-place rider. Bixby easily retained the first position when a spill in a mudhole, combined with a cramping back muscle, convinced Castaneda to pull off for good. William Budd (Suz) and Mike Raque (Yam) were able to find their way around Bright to claim second and third at the finish. Bixby took the holeshot and the whole second moto to rack up a perfect 1-1-1 score. Chris Huff (Hon) made no mistakes this time out and claimed second to Bright's third.

Steve "Chet" Panovich (Yam) took the holeshot in front of Wiley Craig (Suz) in the first moto of the 125cc Juniors, but crashed before he had finished the lap and all riders went by. Craig remained in front for three laps and then he also crashed but only lost ground to Allen Silhanek (Yam) and Gary Hutto (Kaw). Berkeley White (Suz) came up from a poor start to dice with Craig for several laps. White was in front of Craig at the checkered flag.

Cory Cantaloupi (Yam), who had looped his bike at the start of moto one, kept it on the ground to take the holeshot in moto two. Silhanek was a close second for only the first turn. Thereafter, he was the leader and moved very far out ahead. Cantaloupi rode in second until Hutto got past him for the fifth lap. White gave the spectators on the hill a perfect view of his move past Cantaloupi. White sq ıared off low in the dish turn to put the two bikes side by side over the jump and his on the inside for the next turn. As White reeled in Hutto, his second-place finish was assured when a thrown chain ended Hutto's ride. Craig had gotten a poor start but the long moto enabled him to move up through the pack to finish behind Cantaloupi which was good enough for third overall. ●

Results

125 EX: 1. Mike Beier (Yam); 2. Dana Waxham (Suz); 3. Pete Langley (Suz).
250 EX: 1. Joey Schlag (KTM); 2. George McNamara (Yam); 3. Dave Wood (Yam).
OPEN EX: 1. Jerome Heiberger (C-A); 2. Jim Inglebright (Mai); 3. Brad Emery (Yam).
125 JR: 1. Allen Silhanek (Yam); 2. Berkeley White (Suz); 3. Wiley Craig (Suz).
250 JR: 1. Jerry Gordon (Hon); 2. Ed Defry (Kaw); 3. Greg Bonovich (Yam).
OPEN JR: 1. John Scruggs (Mai).
125 NOV DIV I: 1. Thomas Dalziel (Kaw); 2. Randy Collins (Yam); 3. Joe Prazil (Yam).
125 NOV DIV II: 1. Chris Ladd (PRE); 2. Kevin Bixby (Yam); 3. Lon Kinder (Yam).
250 NOV: 1. Kevin Bixby (Yam); 2. Carl Bright (Hon); 3. Mike Raque (Yam).
OPEN NOV: 1. Rod Nissen (Yam); 2. Kirk Carter (Mai); 3. David Montgomery (Yam).
VET EX: 1. Harry Bellicitti (Yam).
VET JR: 1. Lloyd Thornburgh (Yam).
VET NOV: 1. D.L. Korte (Yam); 2. W.W. Glenn (Yam); 3. Gerald Freitas (Yam).
OT EX: 1. Jim Saitone (Mai).
OT JR: 1. Vernon Howell (Yam).
OT NOV: 1. Willie Lincomfelt (Mai).
80: 1. Don Church (Yam); 2. Eric Cavaliere (Yam); 3. Scott Thorburn (Hon).
100 JR: 1. LaRoy Deleon (Suz).
100 NOV: 1. Sean Scott (Suz).
PP: 1. Melodye Alicea (Kaw).

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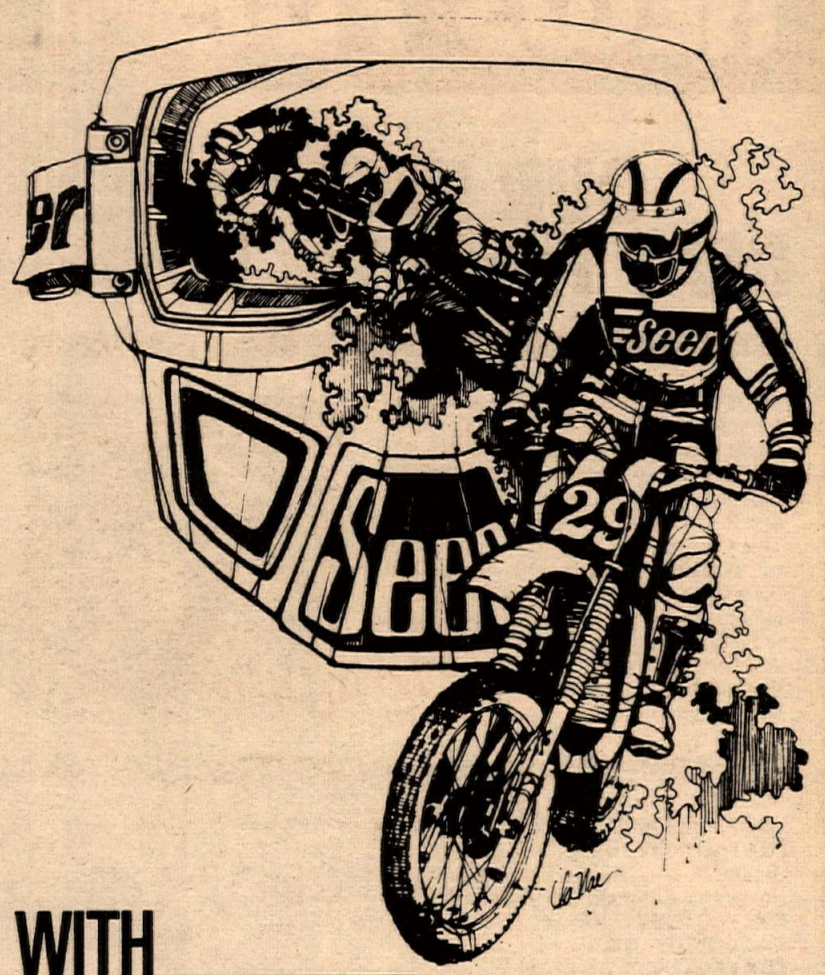

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Dave Emerick won second moto and overall Open Sr. at Jennings.

Third race of CMMC series held at Jennings

By Mitch Rorabaugh
Photo by Kurt Ross

JENNINGS, KS, MAY 4

Due to insurance and lease problems, the third race of the Coors Midwest Motocross Championship was held at Jennings rather than at Norton as originally scheduled. A good turnout indicated that the news had been received by the racers and a long day of racing ensued.

First off the line were the 125cc Juniors who were picked as the guinea pigs to dry out the well-watered track. Kurt Ross was mid-pack going into the first turn and took it wide to exit in second ahead of nine others. However, on the next straight, which was particularly slick, he and another Suzuki rider bumped and went down hard. The rest of the pack managed to miss them and Ross remounted slowly to begin a charge that eventually landed him a seventh-place finish.

Taking advantage of the situation was Kawasaki rider Russ Pickering who grabbed the lead and held it to the end. Jim Buchner held second after the first lap before steadily dropping back to fifth after being picked off by Russell Woodson, Brian Luedke and Clayton Baney. Luedke managed a second-place finish despite falling three times. Baney claimed third ahead of Woodson and Buchner.

Ross, still shaken after his first-moto crash, sat out the second moto. Luedke got an early lead with Pickering applying a great deal of pressure by the second lap. Their dice continued until Pickering tried to cut underneath Luedke, got his front wheel snagged and went over the high-side. Luedke took the white flag and then the checkered for the overall win. Pickering remounted quickly to hold onto second and second overall. Woodson took third and third overall ahead of Baney.

Bret Weaver led both motos of the 250cc Juniors from start to finish on his Uni-Trak. Robert Vogt maintained a second-place position throughout the first moto with Curtis Eveleigh taking third after moving up from a poor start.

The leaders freight-trained their way around the course the second moto without changing positions. Weaver won it over Eveleigh and Vogt.

The top three riders in the Open Juniors were Mark Bantam, Jerry Clason and A.J. Warta, all on Yamahas. They finished in the above order in the first moto and then switched it around in the second so that the overall was Warta, Clason and Bantam.

There was very little passing going on in the Open Senior class. In the first moto, Jesse Wessels led the whole way on his new 440cc Maico. Following him was local favorite Dave Emerick and Phillipsburg rider Dan Hoover.

Emerick latched onto the lead in the second moto and just motored on to the win and the overall. Larry Chvatal held onto second place until the second lap when Hoover muscled past. Chvatal looked good and held onto third. The nod for second overall went to Hoover.

Kevin Wagoner and Tom Kuhl kept the crowd entertained with their dice for the win in the first moto of the 250cc Seniors. Despite being pressured for the entire moto, Wagoner held on to win it. Following in third was Hoover with fourth going to Wessels after getting past Brian Budke on the last lap.

Kuhl led the whole way in the second moto to win the overall. In fact, there was no passing going on as Hoover rolled in second with Wagoner in third and Dick DeWester in fourth.

Craig Robl, Mitch Rorabaugh and Tom Hickey led the start of the 125cc Seniors. On the beginning of the second lap, Rorabaugh closed on Robl and dived underneath for the lead momentarily. Robl got it right back going over the jumps on the following straight and that was the closest anyone could get to him all day as he rolled on to the easy win Rorabaugh took an easy second over Rick Peters who moved up to third after a fifth-place start.

Robl led the second moto all the way and won it easily. In second was Tom Hickey with Rorabaugh moving up to hound him. Rorabaugh was right behind him trying in vain to get around until the end of the fourth lap. Then Hickey slipped slightly wide on a first-gear turn and Rorabaugh went inside of him, pulled alongside and wrestled past in the next left-hander. Rorabaugh went on to take second place and second overall easily behind Robl. Hickey held onto third over Randy Bryant.

The 100s were won by Bert Weaver with a last-lap pass in the second moto for the lead over first-moto winner Russ Pickering. Pickering took second overall with a 1-2 over Dwain Worley with a 4-3 tally.

Finishing 1,2,3, in both motos of the Mini Juniors were Jonathan Pancake, Roddy Dill and Jim Voss. Jason Jumper claimed fourth overall.

Marsha Ginther got the start in each Powder Puff moto and led them to the end with Micki Peterson a close second over Deb Jones. Deb had trouble in the first moto with her Suzuki loading up.

Results

MINI JR: 1. Jonathan Pancake (Yam); 2. Roddy Dill (Yam); 3. Jim Voss (Yam).
MINI SR: 1. Bert Weaver (Suz).
100: 1. Bert Weaver (Suz); 2. Russ Pickering (Suz); 3. Dwain Worley (Suz).
POWDER PUFF: 1. Marsha Ginther (Yam); 2. Micki Peterson (Yam); 3. Debbie Jones (Suz).
125 JR: 1. Brian Luedke (Yam); 2. Russ Pickering (Kaw); 3. Russell Woodson (Hon).
250 JR: 1. Bret Weaver (Kaw); 2. Curtis Eveleigh (Yam); 3. Robert Vogt (Suz).
OPEN JR: 1. A.J. Warta (Yam); 2. Jerry Clason (Yam); 3. Mark Bantam (Yam).
125 SR: 1. Craig Robl (Yam); 2. Mitch Rorabaugh (Suz); 3. Tom Hickey (Suz).
250 SR: 1. Tom Kuhl (Yam); 2. Kevin Wagoner (Yam); 3. Dan Hoover (Yam).
OPEN SR: 1. Dave Emerick (Yam); 2. Dan Hoover (Yam); 3. Jesse Wessels (Mai).

Texas finale and Grand Championship to Perry Davis

By Denman Shaffer

SCOTTSVILLE, TX, MAY 4

Texas' Maico Meister Perry Davis grabbed the overall win and the Texas State Championship Enduro Circuit (TSCEC) Grand Championship at the Scottsville Enduro Club's season-ending enduro. Davis edge out Bossier City, LA's Gene Kyson by one point to take the win with 14 points lost over the gruelling 75-mile course. Finishing third and claiming overall B was Magnolia, AR, rider Mike Scott. Scott's Southwest AR Motorcycle Riders (SWAMR) teammates John Boreing and Doug West rounded out the top five places.

In its first year as a TSCEC points payer, the run attracted 300 riders from throughout Texas, Arkansas, Louisiana and Oklahoma. Trail bosses Carlisle Langley and Don Bollander utilized the rolling piney woods region to its best and kept their promise that the run would not be a timekeeper as is common in many desert-oriented Texas runs. Miles and miles of tight woods, combined with heavy rains the week preceeding the event, turned the event into a bona fide enduance run. The casual trail riders and once-a-year enduro types that make up most of the B and C classes fell like flies with only 107 riders completing the run; 70 the full 75-mile circuit and 37 the 59-mile short course.

The tight woods and muddy conditions also left many of the Texas circuit stars playing second fiddle to riders from the piney woods sections of Louisiana and Arkansas. Riders from those states claimed the overall B award, five class wins, five second places and seven of the top eight spots overall.

Overall winner Perry Davis lives in Irving, TX, and rides a Maico 400. His Scottsville win earned him his third TSCEC Grand Championship. Runnerup Gene Kyson is sponsored by Gene's Suzuki in Bossier City, LA, and rides a PE175 Suzuki. A disputed hot check cost Kyson a chance at the overall win.

Results

125 A: 1. Leo Anderson (37 pts.); 2. Billy Martin. 3. Ken Chester.
200 A: 1. Gene Kyson (15 pts.); 2. John Boreing; 3. Steve West.
250 A: 1. Bobby Pickard (26 pts); 2. Bruce Rose; 3. Joe Dixon.
OPEN A: 1. Les Welch (18 pts.); 2. Steve Whitworth; 3. Ronald Brady.
125 B: 1. Yankee Hite (46 pts.); 2. A.J. Caywood; 3. Tom Cope.
200 B: 1. Doug West (17 pts.); 2. Randy Thrasher; 3. James Mann.
250 B: 1. John Garland (19 pts.); 2. Raymond Fulco; 3. Jim Masterson.
OPEN B: 1. Ricky Moss (39 pts.); 2. Terry Hoak; 3. Glen Haber.
OVER 45: 1. Bill Hughes (47 pts.); 2. J.R. Bradley.
OVER 50: 1. J.B. Henry (17 pts.); 2. M.D. Youngblood; 3. Charles Greer.
16 AND UNDER: 1. David Ortega (20 pts.); 2. Leslie Langley; 3. Keith Otto.
WOMEN A: 1. Terry Tuell (62 pts.); 2. Sherry Moore; 3. Lavern Phillips.
WOMEN B: 1. Debra Stowe (98 pts.); 2. Brenda Pratt; 3. Karen Wiggins.
200 C: 1. Doug Humphrey (8 pts.); 2. Gene Humphrey; 3. Larry Parsons.
OPEN C: 1. Gene Cooley (12 pts.); 2. Jim Powell; 3. Nathan Trich.

Logston, Perrero and McIntyre top El Paso pros

By SDRA

EL PASO, TX, APR. 27

Star Track in El Paso hosted its last day race before going to night races in May. Keystone Works and Yamaha rider Scott Logston topped the 125cc Pros while Yamaha teammate Shaun Perrero took the 250 win. Atomic Kawasaki's Maby McIntyre pulled off the Open class win.

The 125cc Pros were the largest class of the day. Mike McIntyre (Yam) returned to racing after being out for

nine weeks with a broken wrist and pulled the holeshot. Big brother Maby (Suz) wasted no time in taking the lead and started to run away with it. Brad Tabor (Yam) held third, with Scott Logston 12th on the first lap. Eddie Weardon, on the gas with a new Honda, collided with Tabor and went down. Eddie got going again and moved up to fourth only to have his bike quit.

Scott was flying thru the pack. With two laps to go he had moved up to second and set out after Malby who had built up a good lead, though, and won. Scott was a close second with Mike McIntyre third. Mike Haynes (Yam) recovered from some crashes to take fourth ahead of twin Tracy McIntyre (Yam).

Maby and Scott were seen having a friendly chat before the second moto, each telling the other that he was going to win. These two are good friends off the track, but on the track, neither gives an inch, resulting in one of the greatest racing rivalries in the Southwest.

Scott led the pack around the first turn in moto two and set a very fast pace. Scott still wears a Lenox Hill knee brace but he seems to be getting the speed back that he lost when he injured his knee. Scott rode flawlessly and built up a 20-second lead by the finish. Maby rode in second the whole race. A little farther back, twins Tracy and Mike McIntyre had a battle over third with Tracy holding it from half way to the finish.

The 250cc Amateur race was interesting. Mini Expert rider, Brother Martinez, borrowed a Honda 250 and won both motos first time out. Jim Johnson took his brand new Uni-Track to two seconds looking very good. Wayne Suggs (Suz) followed in third.

The interesting part of the race was Danny Suggs (Wayne's younger brother) who has earned enough points to race Pro, but instead he started 20 seconds behind and raced unofficially in the Amateur.

The interesting part of the race was Danny Suggs (Wayne's younger brother) who has earned enough points to race Pro, but instead he started 20 seconds behind and raced unofficially in the Amateur. Danny worked up to third in both motos for an "unofficial" third overall.

Kirk Kuester (Yam) dominated the 125cc Amateurs winning both motos hands down. James Boor (Hon) came in second. Susie Livingston (Yam) combined consistent rides for third overall.

Coming June 29 is the West Texas Championship at Star Track with a guaranteed $1,500 purse and large trophies. Star Track is a very challenging track. We would like to invite all riders in the Southwest to this big event and try your hand against El Paso's fast guys — McIntyre, Perrero and Logston.

Results

125 PRO: 1. Scott Logston (Yam); 2. Maby McIntyre (Suz); 3. Mike McIntyre (Yam).
250 PRO: 1. Shaun Perrero (Yam); 2. Mike Haynes (Yam); 3. Tracy McIntyre (Yam).
OPEN PRO: 1. Maby McIntyre (Kaw); 2. Shaun Perrero (Yam); 3. Joel Craig (Mai).
125 AM: 1. Kirk Kuester (Yam); 2. James Boor (Hon); 3. Susie Livingston (Yam).
250 AM: 1. Brother Martinez (Hon); 2. Jim Johnson (Kaw); 3. Wayne Suggs (Suz).
OPEN AM: 1. Tom Roseborrough (Kaw); 2. Bebo Lee (Yam).
125 NOV: 1. Joel Jaquess (Yam); 2. Richard Ferrel (Suz); 3. Doug O'Brien (Suz).
250 NOV: 1. Burt Burnell (Yam); 2. Calvin Watts (Hus).
OPEN NOV: 1. Judd Rollins (Yam).
80 JR: 1. David Bowen (Yam); 2. Justin Ikard (Hon); 3. Chad Falco (Yam).
80 SR: 1. Brother Martinez (Suz); 2. Steve Burch (Suz).
WOMEN'S ATC: 1. Margo Baca; 2. Susie Livingston.
MEN'S ATC: 1. Eddie Weardon; 2. Scott Logston.

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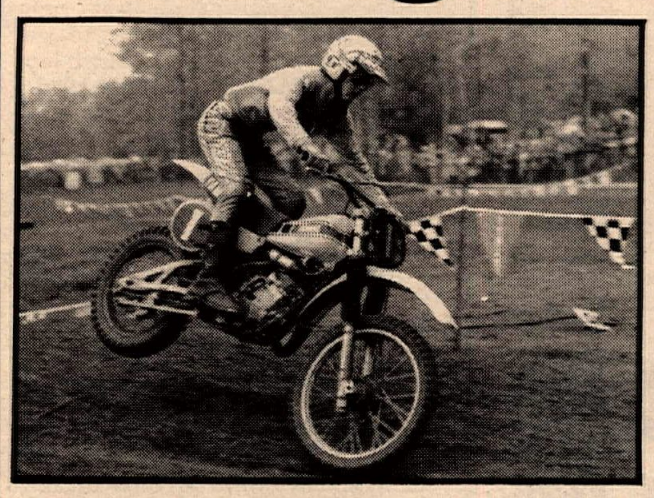

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3/8 mile dirt oval
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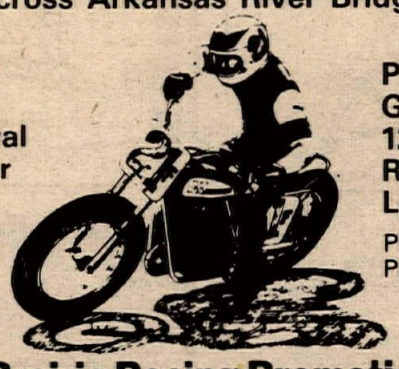
Restrictors required for 750s



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Lee - 316/942-4313

Pit Opens 10:30 am
Practice 12:30 pm

Prairie Racing Promotions

Central Pipeline

Micky Pizzitola leads Pedro Perales, Jr. in Superdome.

520 Amateurs attack Superdome MX

By John Rannikko

NEW ORLEANS, LA, MAY 4 1980
Even while the Pros were riding the Sunday round of Supercross at the New Orleans Superdome, the Amateur Supercrossers were in the pits and parking lots preparing their minds, machines and equipment for a 4 p.m. takeover of the 'dome. When the pros cleared out, Jerry Surber's crew moved in to set up for staging, scoring, starting and running the event for 520 riders.

Bulldozers moved onto the track for a little track repair and to make a few changes. The jumps were reworked to fill in the ruts that had developed during the Supercross and a jump was removed in the sweeper entering the starting straightaway. Other than these minor changes, the track remained the same.

Among the great sponsors that helped with the Amateur race were Hi-Point, Bosch, C.C. Specialties, E.C. Birt/Roto Guide and Wells Cargo Trailers. Once again, the racers were glad to have the services of Dr. Howe and the Texas Emergency Services ambulance, paramedics and emergency technicians at the track.

Imagine mini motocross replicas of Bob Hannah proportioned to a motorcycle with 10 inch wheels. They were there! Some of the riders were so small they had to stand on tip toes over their machines and they are called the Teeny Minis. Crispy Vreeland of Pearland, TX, rode a Yamaha to the win leading from holeshot to the finish line in the exhibition event. Crispy usually rides with the number "½" on his number plates. I don't know what the number means, but Crispy rides quicker than half-fast. Donna Howell (Ita) of Pensacola, fl, and Mike Reeves (Suz) of Arcadia, LA, filled the top three Tenny Mini positions.

Inclucing the exhibition class of teeny Minis, there were 15 classes of racing which completed their final events at 12:24 a.m. Monday. B.B. McLeod of Laurel Hill, FL, won the first official final event of the evening on a Suzuki in the Minibike Junior class.

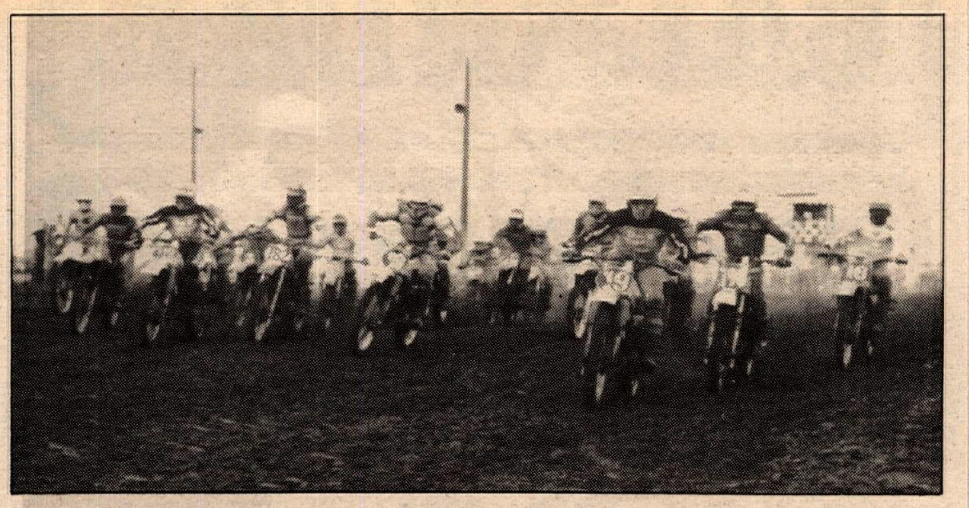
There were two double winners at the Superdome this year. Todd Bray cleaned house on an E.C. Birt Suzuki and Yamaha in the Mini Senior and mini Stock classes respectively. The other double winner was Phil Reed of Sherwood, AR, riding Hondas to wins in the Open and 250cc Intermediate classes.

Glenn Lofley, Jr. of Plant City, FL, on a Trim/Castre-sponsored Yamaha took all the gold in the Open Expert class. Can-Am riding Roger Brown of Perrin Cycles in San Antonio, TX, was the only one to make a challenge on the lead, but a tangle with hay-bales kept him from getting the leader. A distant third was Tim Wagner (Hon) of Garland, TX, followed by Louis Kebert (Kaw) and Mark Hutcheson (Mai). In addition to the Lafley/Brown battle, a great race went on for third between Wagner, Kebert and Hutcheson.

Hi-Point-sponsored Yamaha rider, Todd Hempstead of St. Petersburg, FL, took 100cc honors ahead of Scooter Stafford, on the Yamaha Support program, and Tim Butler of Ayle,TX, riding a Team Race Ready Yamaha. The Yamaha trio pulled away from the rest of the class, earning the tallest of the ten place trophies with a five-footer going to Hempstead. Yamaha completely dominated the top seven places in the 100cc class.

Let's title the Over-30 racing wrinkles class "Bailey vs. Click". The famous professor of motocross, Gary Bailey, dropped teaching to return to racing for a day at the Superdome. Billy Click of Houston, TX, riding with Texas Cycle Reporter colors, stole the holeshot on a Honda ahead of Bailey and the rest of the Geritol-sippin' wrinkle racers. By the second lap, Bailey had passed Click and the two were pulling away from all other traffic. The man with the checkered flag watched Bailey cross first, far ahead of Click, Troy Rapp (Yam), Robert Guy (Mai) and Richard Adams (C-A).

If a rider wants to do well in Amateur Supercross, the start is ultra important because the final motos were only seven-laps long. Mickey Pizzitola roared into the 125cc Expert lead right off the



The 125cc Amateur class heads toward turn one in Oklahoma.

start on a Howard Racing Yamaha and kept ahead of all comers to the finish. Second place was well contested, however, as Pedro Perales kept control 'til about mid-moto when Keith Davis (Hon) of Austin, TX took control with "Bullet" Ben Theriot (Hon) on his tail. Theriot moved into second on lap five but stepped off in a spectacular tumbling crash which forced a DNF. Pizzitola took the win, Davis earned second and Karl Jordan (Yam), Wendell Simmons (Kaw) and Mike Clement (Suz) rounded out the top five.

Dale Storbeck holeshot the Mini Minis on an E.C. Birt Yamaha but got passed by Ronnie Tichenor, the minibike ace from Palm Harbor, FL, on a Cycle Springs Yamaha in the first lap. The next seven laps had Storbeck in Tichenor's shadow to the finish line, with Storbeck never letting up and only a second behind the leader at the finish.

Danny Storbeck went from the lead to last in the Minibike Stock class as he holeshot the start but fell in turn two. Todd Bray (Yam) copped the lead with Bo Pendley (Yam), Larry Brooks (Hon) and Shane Sitton (Yam) chomping at his rear fender. Pendley gave up second to Mark Knowles on the white flag lap. Jerry Howell, riding a Mini from Suzuki of Pensacola was ninth on the first lap, but continued to improve his position to finish fourth. Howell caught my eye as he rocketed past the "Bosch Bumps" on the fast and smooth outside line and radiused the following turn around the perimeter berm, slingshotting him into the whoop section. They finished: Bray, Knowles, Pendley, Howell and Brooks.

Keith Oelerich had control of the 250cc Expert situation on an RPM Yamaha as he led from start to finish. Pedro Perales, Jr. (Suz), Ben Theriot (Hon) and James Welch (Hon) were among the leaders off the start, but Oelerich pulled a two-second lead as Perales dropped to third early. After Theriot picked up second place on lap one, no position changes occurred to the finish. Mickey Pizzitola (Yam) of Houston took fifth.

Results

TEENY MINI: 1. Crispy Vreeland (Yam); 2. Donna Howell (Ita); 3. Mike Reeves (Suz).
MINIBIKE JR: 1. B.B. McLeod (Suz); 2. Dustie Jenkins (Kaw); 3. Bubba Whitt (Suz).
MINIBIKE SR: 1. Todd Bray (Suz); 2. Mark Knowles (Yam); 3. Larry Brooks (Hon).
OPEN INT: 1. Phil Reed (Hon); 2. Paul Baker; 3. Glen Goodier (Yam).
OPEN EX: 1. Glenn Lofley, Jr. (Yam); 2. Roger Brown (C-A); 3. Tim Wagner (Hon).
100cc: 1. Todd Hempstead (Yam); 2. Scooter Stafford (Yam); 3. Tim Butler (Yam).
OVER 30: 1. Gary Bailey (Kaw); 2. Billy Click (Hon); 3. Troy Rapp (Yam).
125 EX: 1. Mickey Pizzitola (Yam); 2. Keith Davis (Hon); 3. Karl Jordan (Yam).
125 INT: 1. Scooter Stafford (Yam); 2. Todd Hempstead (Yam); 3. Ken Johnson, Jr. (Yam).
125 NOV: 1. Johnny Medline (Hon); 2. Mike Feser (Yam); 3. Gary Floyd (Yam).
MINI MINI: 1. Ronnie Tichenor (Yam); 2. Dale Storbeck (Yam); 3. Jared DeBoer (Yam).
MINIBIKE STOCK: 1. Todd Bray (Yam); 2. Mark Knowles (Yam); 3. Bo Pendley (Yam).
250 EX: 1. Keith Oelerich (Yam); 2. Ben Theriot (Hon); 3. Pedro Perales, Jr. (Suz).
250 INT: 1. Phil Reed (Hon); 2. Paul Baker; 3. Tim Gulotta (Yam).
250 NOV: 1. Mike Taylor (Hon); 2. Steve Plentl (Yam); 3. Glen Whitten (Kaw).

Morrison masters Oklahoma night MX

By Rebecca Sands

OKLAHOMA CITY, OK, MAY 3 Motorcycle Raceways staged its first night races of the year and Mike Morrison (Suz) took wins in both the Senior Mini and 125cc Novice classes.

It is unbelievable how those Senior Minibikes fly! David Baxter (Suz) led the pack to a firm win in the first heat with Whisperin' Smith (Yam) riding a tough second until the last lap when Morrison got around.

A battle was definitely on during the second moto with Baxter pulling the holeshot. Morrison and Allen Whitaker (Yam) were next pursued by Smith and Tommy Newman (Yam). They all clashed in one corner which caused Newman to ride over the berm and Whitaker to lose his place. Morrison took over and held the lead with Smith finishing second, Baxter third and Whitaker fourth.

In the 125cc Novice class, 34 riders filled the gate and Morrison came out first followed by Mike White (Suz), Greg Johnson (Yam), Jerry Madison (Yam) and Stacy Lynett (Yam). Johnson passed White and rode to the finish in second. Jim Anderson (Yam) worked his way through the pack to capture third with White fourth. In the second moto, Morrison was not challenged. Steve Childers (Yam) rode second followed by White and Mike Griffin (Yam). ●

Results

PEE WEE: 1. Kyle Alford (Suz); 2. Steve Petree (Suz); 3. Lenny Wise (Suz).
MINI JR: 1. Tommy Newman (Yam); 2. Dave Skinner (Yam); 3. James Carmen (Yam).
MINI MINI: 1. Sean Mooney (Yam); 2. Brian Ellstrom (Suz); 3. Brian Harris (Suz).
MINI SR: 1. Mike Morrison (Suz); 2. David Baxter (Suz); 3. Whisperin' Smith (Yam).
BEG: 1. Pete Doonkeen (KTM); 2. Tom Adams (Yam); 3. John Parker (Kaw).
OVER 30: 1. Billy Denton (Mon); 2. Kenny Butler (Mai); 3. Jimmy Redwine (Mai).
125 NOV: 1. Mike Morrison (Suz); 2. Mike White (Suz); 3. Mike Griffin (Yam).
125 AM: 1. Nate Britt (Yam); 2. Todd Smith (Kaw); 3. Dennis Daft (Yam).
125 EX: 1. Trey Jorski (Kaw); 2. Chuck Hoenshell (Yam); 3. John Baker (Hon).
250 NOV: 1. Kick McCluskey (Yam); 2. Steve Colton (Suz); 3. Gabe Magness (Mai).
250 AM: 1. Todd Smith (Kaw); 2. Richard Hopkins (Kaw); 3. Rob Murdoch (Hon).
250 EX: 1. Trey Jorski (Kaw); 2. Jim Thomas (Hon); 3. Scott Cook (Hon).
100 AM: 1. Dennis Daft (Yam); 2. Tim Rains (Suz); 3. Mark Gilliland (Yam).
OPEN NOV: 1. Mark Cannon (Mai); 2. Steve Beitler (KTM(; 3. Greg Bachmann (Yam).
OPEN AM: 1. Todd Smith (Kaw); 2. Jere Fletchall (Yam); 3. Billy Denton (Mon).
OPEN EX: 1. Trey Jorski (Kaw); 2. Chuck Hoenshell (Yam); 3. Greg Brown (Mai).

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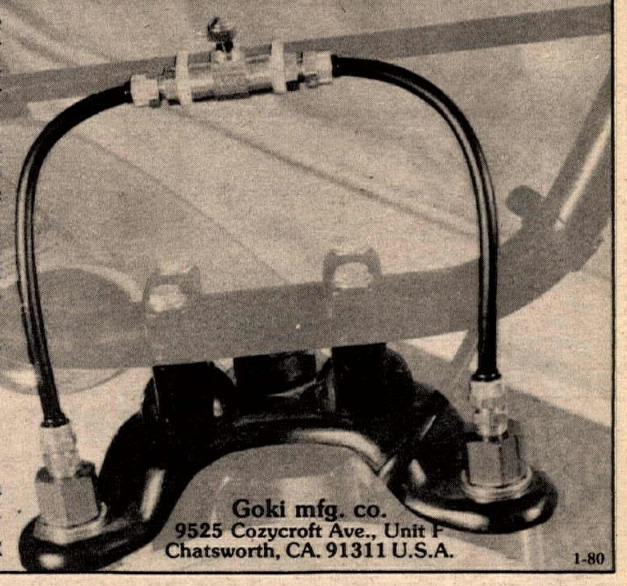

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CHAMPIONSHIP EVENTS

1980 AMA/Winston Pro Series Schedule

5/31	Louisville, KY/H-M
6/1	Elkhart Lake, WI/RR
6/7	Harrington, DE/H-M
6/15	Loudon, NH/RR
6/20	Hinsdale, IL/TT
6/22	Columbus, OH/H-M
6/29	Braselton, GA/RR
7/5	Topeka, KS/H-M
7/19	Gardena, CA/TT
7/27	DuQuoin, IL/M
8/1	Hinsdale, IL/ST
8/3	Peoria, IL/TT
8/3	Laguna Seca, CA/RR
8/16	Cedar Rapids, IA/H-M
8/17	Pocono, PA/RR
8/23-24	Indianapolis, IN/M
8/31	Pittsburgh, PA/H-M
9/7	Syracuse, NY/M
9/14	Tulsa, OK/H-M
9/21	San Jose, CA/M
10/4	Gardena, CA/H-M

All dates & locations subject to change

1980 AMA National MX Schedule

6/1	Buchanan, MI/250-500
6/8	Atlanta, GA/250-500
6/15	Lakewood, CO/250-500
6/29	Sears Point, CA/125-500
7/6	Washougal, WA/125-500
8/24	Binghamton, NY/125-500
8/31	St. Petersburg, FL/125-500

1980 AMA Supercross Series Schedule

7/12-13	Los Angeles, CA
8/9-10	Philadelphia, PA

1980 Trans-USA Series Schedule

9/21	Lexington, OH
9/28	Buchanan, MI
10/5	New Berlin, NY
10/12	Braselton, GA
10/19	Sears Point, CA

1980 AMA National Enduro Schedule

Central Region

6/15	100 mi. Nat'l Range Riders MC Grand Rapids, MN 218/326-6772
8/17	200 mi. Nat'l. Lansing MC Lansing, MI 517/374-8193
10/5	100 mi. Nat'l IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

8/24	100 mi. Nat'l Greylock Riders MC Pittsfield, MA 413/443-6369
8/31	Columbia Enduro Riders Assn. Columbus, SC 803/356-4556
10/12	150 mi. Nat'l. Enduro Riders Assn. Columbus, OH 614/272-8146

1980 ISDT Qualifier Schedule Two and three day Reliability Trials

5/31-6/1	Bellingham, WA Mt. Baker MC Bellingham, WA 206/734-8631

1980 NMRA Drag Race Schedule

6/14-15	Edgewater Raceway Park Cincinnati, OH
6/28-29	Indianapolis Raceway Park Indianapolis, IN
8/9-10	Fremont Raceway Fremont, CA
**8/27-9/1	Indianapolis Race- way Park U.S. Nationals Indianapolis, IN
10/4-5	Atco Dragway Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

1980 IDBA Drag Race Schedule

6/7-8	Supernationals Louisville, KY
8/16-17	Summer Nationals Washington, DC
9/13-14	Lone Star Nationals Houston, TX
10/11-12	World Finals Gulfport, MS

1980 Dragbike! Race Schedule

TBA	MotorCity Natls. Detroit Dragway Detroit, MI
TBA	US Nitro & Bracket Championships US 30 Dragway Gary, IN
7/26 27	Dragbike! Natls. TBA
8/2-3	2nd Annual Garden State Classic Island Dragway Great Meadows, NJ
8/8-9	Bikernationals Black Hills Dragway Belle Fourche, SD
8/30-31	Syracuse Natls. ESTA Safety Park Cicero, NY
9/6-7	Longhorn Natls. Green Valley Race City Dallas-Ft. Worth, TX
9/20	MidAmerica Finals National Trail Raceway Columbus, OH
9/27-28	Southernationals TBA
10/18-19	Okie Classic Tulsa Intl. Raceway Tulsa, OK
10/25-26	Florida State Championships Speed World Orlando, FL
11/22-23	National Finals Gainesville, FL

1980 SCORE Race Schedule

6/6-8	Baja Internacional Ensenada, BC
8/21 24	Riverside Off Road Championships Riverside, CA
11/4-7	Baja 1000 Ensenada, BC

1980 AMA National Hillclimb Series

6/1	Jefferson, PA
6/15	Avoca, NY
6/27	Freemansburg, PA
7/20	Chillicothe, OH
8/3	(Nat'l.) Muskegon, MI
8/31	Chillicothe, OH
9/14	Freemansburg, PA
9/21	Jefferson, PA
10/12	Oregonia, OH

1980 AMA Regional Motocross Series

Western Region

7/20	Mulky Park, OR Northwest MX Ent. 503/644-5395; 472-2475
7/27	Washougal, WA Northwest MX Ent. 503/644-5395, 472-2475
8/3	Sandy, OR Northwest MX Ent. 503/644-5395, 472-2475

Central Region

6/8	Herman, NB Rio Bravo MX 713/482-7593
6/15	Ponca City, OK Rio Bravo MX 713/482-7593
6/22	Shreveport, LA Rio Bravo MX 713/482-7593
7/20	Tipton Hills, IA Tipton Hills Rec., Inc. 319/946-3131
10/5	Lake Whitney, TX Rio Bravo MX 713/482-7593
10/12	Austin, TX Rio Bravo MX 713/482-7593
10/19	Lake Whitney, TX Rio Bravo MX 713/482-7593

Eastern Region

7/6	Mt. Morris, PA Hi-Point Raceway 304/296-4157
7/13	Malvern, OH Moto Sports Trails, Inc. 216/823-3786
8/17	Brownsville, PA Hi-Point Raceway 304/296-4157

Tentative 1980 AMA/NATC Observed Trials Series

8/30	Ohio
9/1	Alabama
10/4	Colorado
10/5	Texas

1980 AMA Superbike Series Schedule

6/1	Elkhart Lake, WI
6/15	Loudon, NH
6/29	Braselton, GA
8/3	Monterey, CA
8/17	Mt. Pocono, PA (Pro-Am Series)
8/24	Braselton, GA (Pro-Am Series)
10/5	Daytona Beach, FL (Pro-Am Series

1980 AMA Regional Dirt Track Series

Western Region

6/27	Clackamas, OR/TT
7/13	Clackamas, OR/TT
8/10	Sturgis, SD/H-M

Central Region

7/13	Bridgeton, MI/TT
8/10	Seymour, WI/H-M
8/14	Pecatonica, IL/H-M
9/28	Oklahoma City, OK/H-M

Eastern Region

6/14	Dayton, OH/H-M
8/15	Hamburg, NY/H-M

World Championship Observed Trials Series

6/1	France
6/22	Switzerland
6/29	West Germany
7/13	Italy
8/24	Finland
8/31	Sweden

World Championship Road Race Series

6/15	Yugoslavia
6/28	Netherlands
7/6	Belgium
7/27	Finland
8/10	Great Britain
8/17	Czechoslovakia
8/24	West Germany

World Championship MX Series

125cc

6/8	West Germany
6/15	Italy
6/22	Czechoslovakia
7/6	Finland
7/27	LEXINGTON, OH
8/3	Canada
8/17	Spain

250cc

6/1	Belgium
6/8	Poland
6/15	Soviet Union
6/22	Great Britain
6/29	France
7/13	Netherlands
7/20	NEW BERLIN, NY
8/17	Finland
8/24	Sweden

500cc

6/8	Italy
6/15	Netherlands
6/22	CARLSBAD, CA
6/29	Canada
7/20	West Germany
8/3	Belgium
8/10	Luxembourg

World Championship Endurance Road Race Series

6/15	Nurburgring, W. Germany/8 hr.
6/22	Osterreichring, Austria/8 hr.
7/5-6	Montjuich, Spain/24 hr.
7/27	Suzuka, Japan/8 hr.
8/16-17	Spa, Belgium/24 hr.
9/7	TBA/Italy
9/13-14	Bol d'Or, Paul Ricard France/24 hr.
9/23	Brands Hatch, England/1000 Km.

Other Major U.S. Events

8/1-3	Lake Whitney, TX Honda/AME American Minicycle Grand Natl. Finals
8/2-3	Morgantown, WV AMA/Suzuki Youth MX Natl. Final
8/5-10	Ponca City, OK NMA National
9/21-27	Wendover, UT Bonneville Speedweek
10/4-5	Zumbro Falls, MN AMA Amateur MX Natl. Final
10/26	Carlsbad, CA Superbikers

Other Major Events Abroad

6/6-7	Isle of Man Tourist Trophy Road Racing
6/22	Yugoslavia Speedway Pairs World Championship
8/16	Ireland Ulster Tourist Trophy Road Racing
9/5	Sweden World Individual Speedway Championship
9/7	France Trophee des Nations
9/14	Great Britain Motocross des Nations
9/14	West Germany Long Track World Championship
9/21	Poland Team Speedway World Championship
9/22-27	France ISDT

EVERY WEEK

Tuesday

IESRA SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $4, Pros $6. Silencers & class C traction req. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Gates open 5 p.m., sign up to 6:30, prac. 6-7, race 7:30. 150% Pro p.b. CMC lic. req. Entry $10 (no gate fee for riders). Watch $4.00 Jrs. $2.50, kids $1.50. New lights, Over 30 every wk. Info 714/557-3323.

CMC MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to jct. 117, go E 5½ mi., end of Brown Field airport. Coca Cola $7500 Stadium MX, all classes, $3000 rider insurance, free parking. Gates open 4:30 p.m., prac. 6-7, race 7:30. Entry $10, watch $4, 9-14 $2. Info 714/420-7414.

SPEEDWAY RACES
National Orange Show Fairgrounds, San Bernardino, CA S.B. Fwy. to Orange Show Rd. exit. Free parking and programs. Entry $7, mech. $5. Watch $4, 6-12 $.50. Races start 8 p.m. Info 213/446-0969.

Thursday

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 at Sand Canyon, I-405 at Irvine Center Dr. Gate opens 5 p.m., prac. 6, race 7. Entry $15 Pros, $8 non-memb., $6 RACE memb. (admission not inc.). Admission $3.50, students $2.50, children $1. 100% Pro p.b. 30% brass. Info 714/552-5511. (No entry fee for women riders in May, only admission!).

AMA SPEEDWAY
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. $1,165 purse, ¼ mi. track, 22 events. 1st & 2nd Div. only. Sign up 5 p.m., race 8. Watch $4, 13-16 $3, 9-12 $1.50. Info 213/321-5323, 323-5055.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 E Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC/ZAP NIGHT SUPERCROSS
Fremont Raceway, Fremont, CA. W side of Hwy. 17 at Durham Rd. ex[CANCELLED]-style track, [illegible] awards to Sptsmn., [illegible]% p.b. ($300 guarantee to Pros. Gates open 4:30 p.m., prac. 6, race 7:30. Entry $10. ZAP Supersports 415/355-4760.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. Gates open 5:30 p.m., sign up to 7, prac. 6-7:15, race 7:30. Nov/Int/Ex/Pro classes for 125/250/Open. Minis/PP/Vet/OT/Ody race separate, min. 8 riders. 30% same night brass, 125% Pro p.b. Entry $10, watch $4, Info 916/363-2646.

SPEEDWAY RACES
Orange County Fairgrounds, Costa Mesa, CA. 8:00 p.m. Admission $4.50, Jrs. 12-15 $3, 5-11 $1. Info 714/492-9933.

SACRAMENTO SPEEDWAY
Cal Expo Fairgrounds, Sacramento, CA. Ethan Way & Exposition Blvd., Gate 9. $1225 purse, entry $7. Race 8:15 p.m. John Houston 916/448-7557, 485-7140.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 5 p.m., prac. 7, race 8. Entry $10. 80% Ex. p.b. Spect. $4. D-36 numbers & colors a must. Tom Anderson 415/798-5695, 634-3328.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor OK 74361. 918/825-3049.

TEXAS

TEXAS NIGHT MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

UTAH

BONNEVILLE NIGHT MOTOCROSS
Bonneville Raceway Park, 6555 W. 21st South, Salt Lake City, UT. 12 mi. W of town on 21st South W-bound. All classes from Pee Wee to Pro inc. Ex. class for trophies only. 100% Pro p.b., 20% trophies. Rest rooms, concessions, padded seats. Gates open 4:30 p.m., sign up to 6, race 7:30. Entry $8, Pros $10, watch $3. Bonneville MX Assn. Info 801/250-2600.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $10, Pros $15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

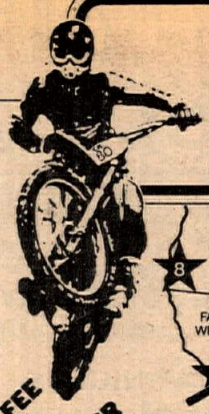
D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of Chico on Hwy. 99E & Gage-Shippee Rd. All Mini classes to 100cc; 125, 250 & 500cc Sptsmn. & Semi-Pro. High pt. trophies, handicap events. No rider insurance. Class C traction & full leathers req. Gates open 4:30 p.m., prac. 7, race 8. Entry $8, Semi-Pro $4, 2nd bike $6, watch $3. Sheila 916/534-8955.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

TEXAS

TEXAS SHORT TRACK
Ross Downs, 6500 Business



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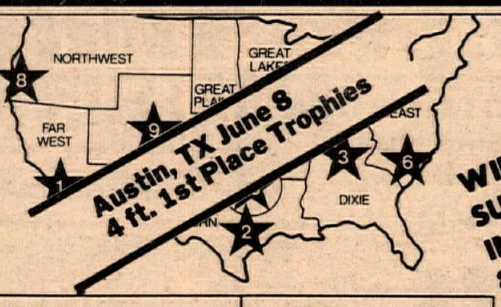
AMERICAN MOTO-CROSS A.M.E. 881-5778 (213) ENTERPRISES



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213/881-5778

2. JUNE 8 AUSTIN MX PARK AUSTIN, TX
Jerry Surber
233 Palm Aire Dr.
Friendswood, Texas
713/482-7593

3. JUNE 14-15 STONE RIVER MC NASHVILLE, TN
Robert Smith
P.O. Box 2023
Nashville, Tenn. 37214
615/758-5988

4. JUNE 22 THE BIKE BARN
Bill Gusse
Rural Route 3
Morrison, IL 61270
815/778-3841

5. JUNE 28-29 LAKE CITY CYCLE PARK INDEPENDENCE, MO
Gene Lewis
4001 S. Leslie
Independence, MO 64055
816/833-0744

6. JULY 6 DUBLIN RACETRACK
Oren Taylor
Rt. 1, Box 108
Elizabeth Town, No. Carolina 28337
919/866-4325

7. JULY 13 MOTORCYCLE RACEWAY OKLAHOMA CITY, OK
Jerry Surber
233 Palm Aire Dr.
Friendswood, Texas
713/483-7593

8. JULY 20 CLARKS BRANCH MX TRACK ROSEBERG, OR
Ralph Huffman
1381 S.E. Magnolia Dr.
Roseberg, Oregon 97470
503/673-3205 503/673-1671

9. JULY 26-27 AZTEC RACEWAY COLORADO SPRINGS, CO.
Tony Gonzales
2014 Afton Way
Colorado Springs, CO 80909
303/473-8360

10. AUGUST 1-2-3 GRAND NATIONAL FINALS LAKE WHITNEY CYCLE RANCH LAKE WHITNEY, TX
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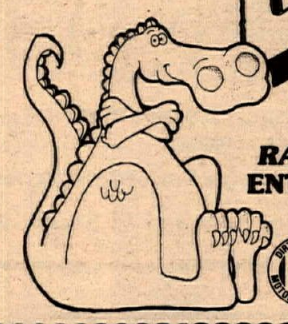

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WEDNESDAY NIGHTS
7:30 P.M.

AMA SPEEDWAY
EUROPEAN QUARTER-MILE
THURSDAY NIGHTS
8 P.M.

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Practice	6-7 PM
Race Time	7:15 PM

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June 8 — Sunrise Cycle Moto Cross
June 8 — O.C.M.C. TT Scrambles
June 15 — Desert Daisies Hare Scrambles
June 15 — De Anza Park Moto Cross
June 21 — Lightweights TT Scrambles

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Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

OREGON

OPEN SPORT RIDING/FLAT TRACK/MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

May 28-30

WALT DISNEY/CRC MOVIE MOTOCROSS
Indian Dunes, Valencia, CA. MXers & all related equipment & people needed. Free lunch & refreshments. Over $50,000 in Superbowl of MX tickets to be given out. Call CRC to say what days you'll attend. 714/689-6114, 213/830-7519.

May 30

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $9 Sptsmn., $12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC $12,000 NIGHT MOTOCROSS SERIES
Huron Cycle Park, Huron, CA. From LA, I-5 to 269, from Sacto, I-5 to 198. All classes Mini-Open. Also OT, PP & Oddys if 5 show up. Gates open 5 p.m., sign up 5:30, prac. 6, race 7. Entry $10, Pros $15, gate $4, 6-12 $1. Rick Worth 209/935-0277, 0485.

May 31-June 1

NMA CLEBURNE NATIONALS
Cleburne, TX. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Bob Holley for entry & info. 713/849-0937.

May 31

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. Off 99 Fwy. E between 8 Mile & Armstrong Rd. All classes, 100% p.b. to Semi-pro. Entry $6/bike. Gate opens 5:30 p.m. B. Moore 209/368-7182, 931-3722.

TEXAS SHORT TRACK
Baytown, TX. 25 mi. E of Houston, 2 mi. N of I-10 off N. Main St. $200 250cc Ex. purse, trophies for Amateurs. Prac. 10 a.m., race 1. Info 713/471-5404, 474-2112, 427-3125, 427-2062.

AMA SHORT TRACK
Monterey Fairgrounds, Monterey, CA. Mini-500cc, class C traction req. Entry $7, Ex. $10. Monterey Bay Rams, 84 Carlton Dr., Monterey, CA. 408/394-8225.

NMA LITTLE OAKIE NATIONALS
Little Okie, Madera, CA. Hwy. 99 to Ave. 12 off ramp, veer left to Ave. 209, E to Ave. 13½, rt. to Ave. 29¼, left ¼ mi. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. NMA or CMC card req. Entry $8/class, $3/spectator. Support rides & contingencies awarded only to NMA memb. Sign up 4-5 p.m. Info 209/673-3146, 415/792-4748.

June 1

7TH ANNUAL DIRT DIGGERS DINOSAUR TT SCRAMBLES
Sunrise Cycle Park, Adelanto, CA. 4-strokes only! All classes inc. Vintage & Hacks. Limited entry, $10 mail, $13 post. Sign up 7 a.m., prac. 8, race 9. SASE to Dinosaur TT, 8435 OSO Ave., Canoga Park, CA 91304. 213/341-3005.

NMA FARMINGTON NATIONALS
Farmington, NM. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs of age. Contact Gary Smith for entry & info. 505/863-6494.

TREASURE HILL GRAND PRIX
Pioche, NV,. Take US #93 N 175 mi. from Las Vegas, limed past Caliente, NV. 1½-hr. race, new 10 mi. course through streets, MX track & desert. Camping, participant pins, outhouses. Mini sign up 6 a.m., riders mtg. 6:30, race 7. Big bikes sign up 7, riders mtg. 8:30, race 9. Entry $12. No pit racers welcome. Clover Creek Dusters, c/o Floyd Bradley, PO Box 294, Caliente, NV 89008. 702/726-3231.

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. D-36 benefit for annual awards night. Steak BBQ Sat. nite $5/plate. Gates open 4 p.m.-midnite Sat., 6 a.m. Sun., prac. 7, race 9. All classes. Entry $13, Semi-pro $3 + $15. Charles Schafer 209/267-0312.

OUTDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. Out Harrison, left on 53rd or out Western Ave., rt. on 53rd. Silencers, ball end levers, covered folding pegs, 6-in. # plates req. No knobbies above 125cc. All classes, sign up noon, prac. 1, race 2. Entry $4, pit pass $3, watch $2.50, 6-18 & Srs. $1.50. Info 503/753-0942.

D-27/28 MOTOCROSS
Washougal MX Park, Washougal, WA. AMA Am. & Prog. MX. Entry $8, Prog. $13, watch $3.50, 7-11 $2. Info 503/472-2475, 620-5301.

2ND GRAND ANNUAL STADIUM CROSS
Mexicalli, Mexico. Cross Border & follow MX signs, take Lopez Mateos Blvd. approx. 3 mi., turn rt. @ 1st monument on rt. In conjunction w/the Fiesta del Sol. Modelo beer, mariacchi bands, rooster fight, out of town guests park in special area w/ police guards. Prac. 5/31 from 5:30-7 p.m., race 11 a.m. Sun. 3 motos, Mini-Open, Nov.-Ex. Entry $10. Oscar Lujan, Lilas 1126 Mexicalli, Mexico Los Pinos, 903/76-837-16, after 9 p.m. 903/76-833-23.

TEXAS SHORT TRACK
Baytown, TX. 25 mi. E of Houston, 2 mi. N of I-10 off N. Main St. $600 purse Jr. & Nov., full Am. & Ex. program following class C program. AMA-sanctioned. Prac. 10 a.m., race noon. Info 713/471-5404, 474-2112, 427-3125, 427-2062.

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

EIMA MOTOCROSS
Pocatello, ID. 3 mi. W of town on Frwy. to Twin Falls, take exit #58, follow signs. All classes, cards req. Sign up 7:30 a.m., prac. 9, race 9:30. Entry $10, Ex. $15. Illene Randall 208/237-4227.

YAMAHA PERPETUAL GOLD CUP $30,000 MX
Mabton Dunes Raceway, WA. 40 mi. S of Yakima off Hwy. 22. 3-race series, $24,000 for top finishers in ea. class, $6000 contingencies for Yamaha riders. Info 509/663-2433.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, gates open 7 a.m., prac. 8, race 9. Entry Spts. $10/Pros $13. 30% brass. p.b. to Pros. AME lic. req. Free o/n camping. AME, PO Box 1421, Reseda, A 91335. 213/881-5778

CMC MOTOCROSS
Saddleback Park, Orange, CA Gate opens 7:30 a.m. sign up 8-9, prac., 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126, all classes. 2 long motos & dash for Pros. 2 motos & dash for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac 8, race 9:30. Memb. req. 213/830-7519.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theordore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

June 2-4

WALT DISNEY/CRC MOVIE MOTOCROSS
Indian Dunes, Valencia, CA. MXers & all related equipment & people needed. Free lunch & refreshments. Over $50,000 in Superbowl of MX tickets to be given out. Call CRC to say what days you'll attend. 714/689-6114, 213/830-7519.

June 4

D-36 SHORT TRACK
Fremont Raceway, Fremont, CA. Hwy. 17 to Durham Rd., go W., take 1st left, follow signs. All classes, Semi-Pro & Mini. Gates open 5 p.m., prac. 5:30, race 7. $3 watch, $8 ride. Info 415/969-1682.

June 6

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $9 Sptsmn., $12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

INDOOR MOTORCYCLE SWAP MEET
National Orange Showgrounds 693 S. E St., San Bernardino, CA. 6-11 p.m. Parts, accessories and complete bikes. Admission $3, under 12 free. R.G. Canning Enterprises. 213/558-0763.

June 7-8

NMA OKLAHOMA CITY NATIONALS
Oklahoma City, OK. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Mel Gere for entry & info. 417/862-4794.

NMA KANSAS CITY NATIONALS
Kansas City, MO. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Janie Windmiller for entry & info. 816/765-6638.

NMA COLORADO SPRINGS NATIONALS
Colorado Springs, CO. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs of age. Contact Chuck Boyd for entry & info. 303/979-8892.

D-37 DUAL EUROPEAN SCRAMBLES TEAM RACE
Soggy Dry Lake, CA. Limed from "Y" Cafe. Ride 60 min. as a team or superman. Rescue 3, dual pts., 10% trophies. Entry $11. Desert Vipers M.C. 714/842-3092.

June 7

AMA NIGHT MOTOCROSS
Saguaro Raceway, Tucson, AZ. I-10 to Palo Verde S to Hughes Access Rd., 2½ mi. on left. All classes. Gates open 4:30 p.m., prac. 6, race 7. 30% trophies (100% to Mini Mini, Mini Beg., & Nov.), 100% Ex. p.b. Entry $8, Pros $10, gate $3, under 12 $1. Info 602/795-2238.

AMA SHORT TRACK
Monterey Fairgrounds, Monterey, CA. Mini-500cc, class C traction req. Entry $7, Ex. $10. Monterey Bay Rams, 84 Carlton Dr., Monterey, CA. 408/394-8225.

NORTHERN CALIFORNIA SPEEDWAY
Napa Town & Country Fairgrounds, Napa, CA. Hwy. 29 to Soscol to Silverado-Trail. Pro speedway racing, $1200 purse. Watch $4.50, 12-15 $3, kids $1. Mother Goose Racing Ent. 707/252-0905, 8772.

June 8

NMA INDIAN DUNES NATIONALS
Valencia, CA, MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Ron Henrickson for entry & info. 213/868-8112.

NMA PRAIRIE CITY NATIONALS
Prairie City OHV Park, Sacramento, CA. Hwy. 80 E toward Placerville, Prairie City off ramp S to 1st stop, rt. to park. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. NMA or CMC card req. Entry $12 1st class, $10 2 or more classes, $3/spectator. Support rides & contingencies awarded to top overall NMA memb. O/N camping. Sign up 6:30-8 a.m. Info 916/682-3838, 415/792-4748.

D-37/OCMC TT SCRAMBLES
Saddleback Park, Orange, CA. Semi-pro, 80% p.b. All classes, prac. 9 a.m., race 10. Entry $8, Semi-pro $15. OCMC, c/o Barbara Baker 714/974-1149.

HONDA/AME MINICYCLE CHAMPIONSHIP SERIES
Austin MX Park, Austin, TX. Win a regional title and/or a Honda support ride. Drawing for 2 Honda bikes. Classes from 50-125cc Stk. & Mod. Jr., Int. & Ex. Natl. Hero class, XR 4-stroke class. All entries qualify for Natl. Finals. Dot Davis, 8310 Rockwood Ln., Austin, TX 78758. 512/453-1590.

D-36 MOTOCROSS
Carnegie Cycle Park, Livermore, CA. Hwy. 580 to Vasco Rd. E of town to Tesla Rd., left approx. ½ mi. to track. All classes, buckles trophies, blue plate pts, inside track, campers OK. AMA Prog. Pro. 100% purse. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $11, Ex. $15 + $3. No dogs allowed. Boss Motocross 415/829-8377.

EIMA MOTOCROSS
Idaho Falls, ID 10 mi. W of town, take Broadway exit to Noise Park. All classes, cards req. Sign up 7:30 a.m., prac. 9, race 9:30. Entry $10, Ex. $15. Illene Randall 208/237-4227.

KANSAS FLAT TRACK
Salt City Speedway, Hutchinson, KS. 1½ mi. W on 4th, S at sign. $2000 purse, ⅜-mi. oval. 250/500/Open. Gates open 10:30 a.m., race 2. Lee Kerstine 316/942-4313.

SADDLEBACK AMATEUR POINT SERIES
Saddleback Park, Orange, CA. #55 Fwy. to Chapman Ave. E, 9 mi. to Santiago Cyn. Rd., rt. 2½ mi. to park. 1st race of Series, points to top 5 ea. class, 2 class max. Series winner receives 1981 YZ + other prizes. CRC lic. req. Info 714/558-1584.

OAK HILL MOTOCROSS
Oak Hill, TX. On Mt. Zion Rd. between Decatur & Alvord. Trophies thru 8th, $500 Ex. purse, split program, free O/N camping. Entry $8, Ex. $10, gate $4. Info 817/427-4771.

SAYERS MOTOCROSS
Sayers MX Park, Sayers, TX. US 87 S from San Antonio to Sayers exit, Stuart Rd. S 1½ mi. All classes welcome, split program. All but Int. & Exp. sign up 8:30 a.m., prac. 9:15, race 10. Int. & Expt. sign up 12:30 p.m., prac. 1, race 1:45. Entry $9, Exp. $12, gate $3, 12 & under free. Dirt Bikers Club of S.A., 8635 Standing Bear, San Antonio, TX 78242.

AMA MOTOCROSS
Santa Cruz County Fairgrounds, Watsonville, CA. Hecker Pass Rd. (Hwy. 152). All classes, 100% Exp. p.b. Entry $15 Exp., $8 Sptsmn., $3 gate. Sign up 6 a.m., prac. 7:30-8:30, race 9. Ridge Runners MC 408/426-3237, 475-3619.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. $10/Pros $13. 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

D-27/28 MOTOCROSS
Mulkey ORV Park, McMinnville, OR. AMA Am. & Prog. MX. Entry $8, Prog. $13, watch $3.50, 7-11 $2. Info 503/472-2475.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday-starts at noon. Nick Brasevich 714/235-7339.

June 9-13

RUSS DARNELL MOTOCROSS SCHOOL
San Antonio, TX. Limited enrollment, entry $125. For reservations & info, call 213/767-1854 or 714/980-3212.

RUSS DARNELL MOTOCROSS SCHOOL
Tucson, AZ. Limited enrollment, entry $125. For reservations & info. call 213/767-1854 or 714/980-3212.

June 9-11

CRC/WALT DISNEY MOVIE MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. MXers & all related equipment & people needed. Free lunch & refreshments. Over $50,000 in Superbowl of MX tickets to be given out. Call CRC to say what days you'll attend. 714/689-6114, 213/830-7519.

June 13

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. All classes, CRC memb. req. Entry $9, Pros $13. Prac. 7 p.m., race 8. Info 213/830-7519.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry $9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

June 14-15

BRUCE PENHALL SPEEDWAY SCHOOL
Rocket Racing, 877 W. 16th St., Costa Mesa, CA, & Orange Show Fairgrounds, Inland Speedway, San Bernardino. 8:30-5 Sat. & Sun. Sat. in the classroon, Sun. on the track. Rider fee $100. American Raceways, PO Box 3072, Arcadia, CA 91006. 213/446-0969.

June 14

NMA EL PASO NATIONALS
El Paso, TX. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Ron Keyes for entry & info. 602/795-2238.

NORTHERN CALIFORNIA SPEEDWAY
Napa Town & Country Fairgrounds, Napa, CA. Hwy. 29 to Soscol to Silverado-Trail. Pro speedway racing, $1200 purse. Watch $4.50, 12-15 $3, kids $1. Mother Goose Racing Ent. 707/252-0905, 8772.

AMA SHORT TRACK
Monterey Fairgrounds, Monterey, CA. Mini-500cc, class C traction req. Entry $7, Ex. $10. Monterey Bay Rams, 84 Carlton Dr., Monterey, CA. 408/394-8225.

CMC $12,000 NIGHT MOTOCROSS SERIES
Huron Cycle Park, Huron, CA. From LA, I-5 to Hwy. 269, from Sacto, I-5 to Hwy. 198. All classes Mini-Open. Also OT, PP & Oddy. $100 to if 5 show up. Gates open 5 p.m., sign up 5:30, prac. 6, race 7. Entry $10, Pros $15, gate $4, 6-12 $1. Rick Worth 209/935-0277, 0485.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

June 15

SRA FATHER'S DAY GP
Riverside International Raceway, Riverside, CA. Off Hwy. 60. All classes + Team race. 20% trophies, finisher pins, O/N camping. Gates open 4 p.m. Sat. Entry $15 mail, $20 post, Team $10/rider, (post only). Prac. 8 a.m. & 8:30, race 9. Comp. license req. Special: Father/Offspring Team race, $10 Offspring, Fathers free, 100% trophies. SASE to SRA, PO Box 509, Cypress, CA 90630, 714/828-1358.

YAMAHA PERPETUAL GOLD CUP $30,000 MX
Spanaway Speedway, Spanaway, WA. 159th & 22nd Ave. E. 2nd of 3 races, $24,000 for top finishers in ea. class, $6000 contingencies for Yamaha riders. Info 206/537-3119.

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Camping Available

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Racing Finals 1:00 P.M.

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CRC MOTOCROSS RACE SCHEDULE

June 1 — Indian Dunes
June 1 — Carlsbad
June 8 — Saddleback
June 13 — Indian Dunes
Friday Night
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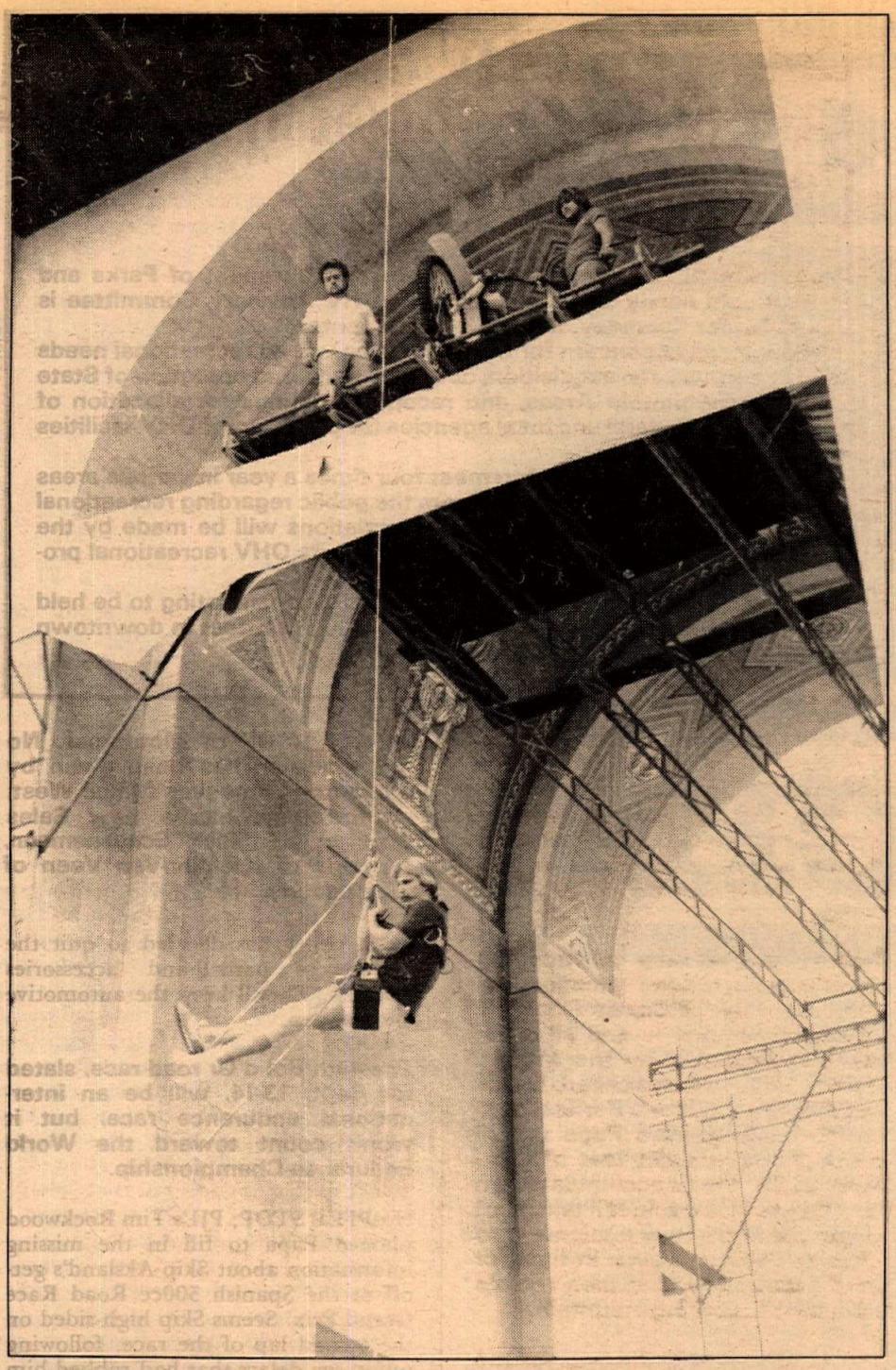

Gary Wells, world record holder for the longest horizontal leap on a motorcycle, is hoisted up to platform from which he'll attempt a world record vertical jump June 20-21 at Mickey Thompson's Off-Road Championship Gran Prix. Though injured when a car hit him May 17, he hopes to make the five-story drop to the Los Angeles Coliseum floor both nights.

Got your American flag all ready for the Bel-Ray 500cc USGP of Motocross? Flags, banners and lots of home-country support are just the edge we can give our riders in the race against the rest of the world at Carlsbad on June 22.

Speaking of MXGP support, readers who'd like to write to Brad Lackey while he's in Europe contesting the 500cc World Championship MX Series may send those encouraging words to Brad Lackey, c/o Patrick Wygaerts, Kleinstraat 69, Alken, Belgium 3820. Malherbe's hot, but Brad's BAD!

Got some old motorcycle stuff hanging around the garage that you want to sell? Or do you have an empty garage that needs some old motorcycle stuff to make it look right? Either way, Inter-Shows, a division of International Speedway, will host a motorcycle swap meet at Orange County Fairgrounds on Friday, June 27, from 6-11 p.m., and they could be just what you're lookin' for. For details, phone 714/831-5116 or 714/492-9933.

The ZAP Supersports race scheduled for June 1 at Hollister Hills Cycle Park has been cancelled due to equipment problems. Instead, there'll be open practice at Fremont Raceway on May 31 and June 1 from 10 a.m. to 5 p.m. Practice rates are $5 per rider and $1 per spectator. Details? Dial 415/355-4760.

Hot news for NorCal dirt trackers! Starting June 4, there'll be short track racing every Wednesday night at Fremont Raceway. Dan Hunt and Lionel Nunes will present the D-36 Semi-Pro events throughout the summer months, according to our NorCal man-about-motorcycling, W. H. Spencer.

Riders showed up, geared to go around Riverside Raceway at the May 21 California Superbike School, but loaded rainclouds quickly dampened their spirits. It's been rescheduled, same time, same place, different date: June 11. For lots of info, dial 213/484-9323.

Oregon Motorcycle Road Racing Association's Six Hour Enduro, set for Memorial Day, May 26, was cancelled due to the ash fallout from Mount St. Helens. It's been rescheduled for August 10, and OMRRA also plans a practice day ($25) on Aug. 8 from 10 a.m. to 4 p.m. Despite Mount St. Helens' persistent threat, OMRRA plans a June 22 event at Portland International Raceway, and there's a 250cc GP Challenge Race in addition to their normal program. ●

CORPAC's pick for the California Primaries

The California Outdoor Recreation Political Action Committee has released their list of candidates which they favor in the June 3 California Primary elections.

Due to the extremely large number of candidates running for office, and due to the relatively meager budget resources of CORPAC, the Directors have declined to make formal endorsements, as such, for the June elections. However, the CORPAC researchers have prepared a list of candidates who are generally regarded as good ORV voters, and are worthy of support by recreationists. The following list of "favorable" candidates only comprises those primary election contests in which there are more than one candidate, and in which we were able to obtain sufficient information to make a choice.

CORPAC wishes to remind readers of this list that these recommendations are for the primary elections only, and these individuals may not be the endorsed candidates in November. This is true in many cases where an incumbent is running unopposed in the primary for his party, although the opposing party may have a candidate whom we favor now running in that party's primary. CORPAC will evaluate all of these races again after the June primaries and will undergo a very thorough screening process.

3rd Assembly District **(Extreme northern California): In the Republican primary Robert Graham has given us strong indications of support for ORV use.**

5th Assembly District **(Sacramento): Stephen Franks, running in the Democratic contest, has previously supported ORV bills in the legislature.**

6th Assembly District **(Sacramento): We are not impressed with either candidate in the Democrat primary, except that the incumbent, Leroy Greene, has been a fairly good vote for us. Challenger Joan Reiss is an avowed Sierra Clubber. We advise Greene.**

7th Assembly District **(Amador, Mono, El Dorado and San Joaquin Counties): Incumbent Norm Waters has usually gotten behind motorcycle bills.**

15th Assembly District **(East Bay, Livermore area): Incumbent Floyd Mori has helped get one very good bill through his committee and has supported us on others, so we say "Go with Mori."**

21st Assembly District **(Santa Clara County): Greg Morris, a Republican challenger in this vacant seat, is a genuine off-road enthusiast, one of our best bets.**

25th Assembly District: **Democratic incumbent Alister McAllister has authored legislation which would open new trails to ORV use.**

26th Assembly District: **In the Republican race, Doug Carter has given an absolute committment to support ORV bills. In the Democratic primary, incumbent Carmen Perino has been supported in the past... at one point he started to waver until we reminded him. We can work with him. The district is located in the Stockton-Delta area.**

35th Assembly District **(around Santa Barbara): There is a good horse race in the Republican primary. Both candidates in the Republican primary are good. The incumbent, Gary Hart, is one of the worst ORV votes in the Assembly and will be a prime target in November.**

38th Assembly District: **In the Republican primary, Carl Olson is a good friend of off-roaders...he came to us and asked us to help him, it's the least we can do. District is in the Malibu, Thousand Oaks and San Fernando Valley area.**

40th Assembly District **(in the San Fernando Valley): Democrat incumbent Tom Bane has supported ORV bills in the Assembly and often asks our friend Assemblyman Bob Hayes about these bills before voting. In the Republican primary Dolores Lefevre.**

43rd Assembly District **(Los Angeles): Anyone has to be better than Howard Berman. We like William Kurdi.**

44th Assembly District **(Santa Monica): In the Democratic contests, Marty Wentzman is better than Mel Levine.**

47th Assembly District **(south central Los Angeles): Mitchell Shook in the Democratic primary is a member of Dirt Diggers M.C. Need we say more?**

50th Assembly District: **Curtis Tucker has been good to us.**

53rd Assembly District: **In the Democratic primary for this Gardena area district, Dick Floyd has helped ORV issues for many years.**

55th Assembly District: **Los Angeles incumbent Richard Alatore has been OK with us. Support him in the Democratic primary.**

60th Assembly District: **Support incumbent Democrat Sally Tanner. This district is in the El Monte area. She has a top ORV voting record.**

66th Assembly District: **Incumbent Democrat Terry Goggin has continuously given us trouble. He has no primary opposition; we are suggesting that those riders who live in his west San Bernardino/Fontana district write the name of Louis McKey, "Phantom Duck of the Desert," on your ballot. The Duck lives in the district...maybe a protest vote will wake Goggin up.**

In addition to the above, we have a few Senate recommendations:

7th Senate District **(East Bay area): Democrat Dan Boatwright helped us when he was in the Assembly.**

19th Senate District **(San Fernando Valley, Santa Clarita Valley and Thousand Oaks area): Republican Assemblyman Robert Cline has helped ORV bills, is on the state ORV advisory committee and deserves a promotion to the Senate...let's really get behind this guy.**

39th Senate District **(San Diego): Assemblyman Jim Ellis is running in the Republican race...he has always been a friend.**

We have one County supervisorial race which interests us as well. In the Los Angeles County race Mike Antonovich will be a much better friend than Baxter Ward.

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8/24 Binghampton, NY
8/31 St. Pete, FL

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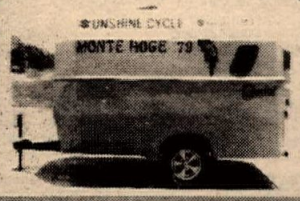

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D-36 MOTOCROSS
Hills Ferry Speedway, Newman, CA. I-5 to Newman turnoff, 35 mi. S of Tracy, W 6 mi. to Hills Ferry Rd., left to track. All classes, bonus trophies, riverside track, free O/N camping. AMA Prog. Pro. 100% purse, blue plate pts. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $11, Ex. $15 + $3. No pit riding/bicycles. Boss Motocross 415/829-8377.

CRC SIDEWINDER FAMILY ENDURO
Barstow, CA. CRC points, 20% trophies. 2 loops approx. 35 mi. each. All but C under 16, Minis & Women go both loops. Entry $13 mail, $16 post, nonmemb. add $4. Mail entries & 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503, 714/689-6114.

D-37/DESERT DAISY'S "PERFECT 10" HARE SCRAMBLES
Fremont Valley, CA. Limed from Red Mountain & Hwy. 14 at Red Rock-Randsburg Rd. Two 32-mi. loops, Beg. & Trail Nov. go 1 loop. Start 9 a.m. Entry $13, father/child teams $2 extra. "Perfect 10" sign up kisses Sat. nite only! Inf: 213/822-1582, 332-6249.

D-27/28 MOTOCROSS
Mountain View Cycle Park, Sandy, OR. AMA Am. & Prog. MX. Entry $8, Prog. $12, watch $3.50, 7-11 $2. Info 503/668-4851.

NMA GALLUP NATIONALS
Gallup, NM. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Gary Smith for entry & info. 505/863-6494.

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, Theodore off ramp. All classes welcome. AMA Prog. Pro & D-37 pts. Entry $13 Pro, $9 Sptsmn., $7 Pee Wee. Purse 80% up to $1200, 30% Trophies to Sptsmn., 100% to Mini & PW. No memb. req., free O/N camping. Gates open 7 a.m., race 9:30. Info 714/653-8068, 496-8779.

RUTH LAKE MOTOCROSS
Ruth Lake, CA. 85 mi. E of Eureka, take Hwy. 36, 7 mi. past Ruth Dam. CMC-sanctioned, 100% Pro p.b. paid by moto & overall, same day trophies + high point series for all classes w/58" trophy to high pt. winner. Info 707/443-6355.

OUTDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. Out Harrison, left on 53rd or out Western Ave., rt. on 53rd. Silencers, ball end levers, covered folding pegs, 6-in. # plates req. No knobbies above 125cc. All classes, sign up noon, prac. 1, race 2. Entry $4, pit pass $3, watch $2.50, 6-18 & Srs. $1.50. Info 503/753-0942.

SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All new sand track, D-36 rules enforced, no rider insurance. Entry $15 Expert (80% p.b.), Sptsmn. $11, $4 spectators. Gate opens 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 Tom Anderson.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, gates open 7 a.m., prac. 8, race 9. Entry Spts. $10/Pros $13. 30% brass. p.b. to Pros. AME lic. req. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

DeANZA MOTOCROSS
DeAnza cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Spotsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

June 16-20

RUSS DARNELL MOTOCROSS SCHOOL
Thunderbird MX, Claremore, OK. Limited enrollment, entry $125. For reservations & info, call 213/767-1854, 714/980-3212.

June 21-22

D-37 EUROPEAN SCRAMBLES
Sidewinder Rd., Barstow, CA. 20 mi. N of Victorville, 6 mi. S of Barstow on 15 fwy. @ Sidewinder Rd. exit. All classes, new short course, no worn out sections. Entry $12. Start 9 a.m. both days. Carl Koncur 213/332-0354.

June 22

AMA YOUTH MOTOCROSS AREA 6 QUALIFIER
Lakewood Sportscycle Assn., 15600 W. Alameda, Lakewood, CO. D-25, 26 qualifier, classes 0-60 thru 125cc. Entry $10. Bob Leman 303/988-2329.

MARYSVILLE MOTOCROSS
Riverfront Park, Marysville, CA. 40 mi. N of Sacramento on Hwy. 70 @ 1st & F St. AMA Prog. Pro (½ Pro pts.), all classes, rider insurance, D-36 rules, free camping, paved parking. No bicycles or pit bikes. Natl. qualifier race for Minis, an RM given away by drawing to Mini. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $13, Semi-Pro $3 + $15 to purse. Watch $4, 6-12 $1. Charlie Sexton 916/695-2727, 2088.

10TH ANNUAL BEL-RAY 500cc USGP
Carlsbad Raceway, Carlsbad, CA. SE of Oceanside, 5 mi. E of I-5 on Palomar Airport Rd. 6th race in 1980 World 500cc MX Championship, top European & American stars. Sat. gates open 10 a.m., prac. & qualifying 11. Sun. gates open 7, prac. 9:30, opening ceremonies noon, race 12:30. Tickets @ Ticketron or by mail from Grand Prix Motocross, PO Box 2820, Mission Viejo, CA 92690. Advance prices $10, under 12 $6, weekend $12.

D-36 MOTOCROSS
Carnegie Cycle Park, Livermore, CA. Hwy. 580 to Vasco Rd. E of town, S to Tesla Rd., left approx. 10 mi. to track. All classes, bonus trophies, blue plate pts., hillside track, campers OK. AMA Prog. Pro. 100% purse. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $11, Ex. $15 + 13. No dogs allowed. Boss Motocross 415/829-8377.

SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All new sand track, D-36 rules enforced, no rider insurance. Entry $15 Expert (80% p.b.), Sptsmn. $11, $4 spectators. Gate opens 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 Tom Anderson.

Road Runs

May 31

PASADENA MC GREENHORN ROAD TOUR
Rose Bowl, Pasadena, CA. 500 mi. overnighter to Lake Isabella & Kernville. Poker run w/prizes, finisher pins. Entry $7, discount to SCMA riders. Start 6-9 a.m. Don Todd 213/797-2191.

June 7-8

5TH ANNUAL JACKHAMMER ROAD RALLY
Fremont Central Park, Fremont, CA. Limed on Hwys. 17 & 680. Finish at Sonora Fairgrounds. Rally is time & distance; poker run, also. A & B, Hi & Lo-hand classes. Live music & camping. Mail entry $8.50, post $9.50, dinner $3.50. AMA-sanc., trophies. Oakland M.C., 4876 Hilo St., Fremont, CA 94538. Info 415/351-8087.

CALENDAR FREE LISTING

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

RESULTS

NMRA National Records
April 14, 1980

CLASS	E.T.	MPH	ENTRY	TYPE
TOP FUEL				
T/F	7.56		Jim Bernard	Yam
T/F		187.11	Russ Collins	Hon
SUPER ELIM				
A/D	8.60	169.81	Borris Murray	Kaw
*A/F	8.47	157.06	Mike Bruso	Kaw
A/DA	8.51	163.93	Ken Blackburn	Kaw
F/B	8.41	166.66	Ray Price	HD
*A/DT	8.47	162.45	Joh Baugh	Kaw
PRO STOCK ELIM				
PRO	9.00		Bob Carpenter	Kaw
PRO		148.27	Terry Vance	Suz
PRO COMP ELIM				
B/F	9.21		Arno St. Denis	Tri
B/F		150.00	Sonny Routt	Tri
B/G	9.02	149.00	Mike Bruso	Kaw
COMP ELIM				
D/F	10.19		Sonny Routt	Tri
E/F	10.94	120.16	Horst Krause	Tri
G/F	11.25		Daniel Barre	Yam
G/F		117.64	Billy Ryals	Yam
C/G	10.15		Jim Betz	
C/G		132.00	John Trezona	Hon
D/G	9.94	133.72	Deb Devivi	Hon
*F/G	11.09	115.83	Bruce Bottorff	Tri
G/G	11.40		J.W. Sherrill	Yam
G/G		122.78	Ron Knapp	Yam
XX/A	10.79	121.95	Tony Ross	HD
AA/A	10.08		Dan McDowell	HD
AA/A		136.84	Bill Coney	HD
*A/A	9.78	134.52	Bill McCray	Kaw
*B/A	9.32	138.67	S. Tartaglia/J. Stevens	Kaw
*C/A	10.20	126.40	Martin Blades	Kaw
E/A	10.57	130.05	Grant Hannah	Tri
*F/A	11.26	114.79	Gary Godwin	Hon
G/A	12.21	109.09	Mike Hishiki	Hon
B/AT	9.37	151.00	Jim Van Dillon	Kaw
C/AT	9.73	144.92	Billy Ridge	Kaw
D/AT	9.95		Pee Wee Gleason	Hon
D/AT		145.16	Sam Brocato	Hon
E/AT	10.69	137.19	Steve Hannusch	Hon
F/AT	10.33	136.15	Steve Hannusch	Hon
DD/A	10.03		A. Hagenton	Kaw
EE/A	10.42	133.72	Eddie Schreifels	Yam
FF/A	11.11	123.79	Fred Bistodeau	Kaw
*GG/A	11.23	114.79	David Schultz	Kaw
*D/GT	9.29	147.05	Jim Yodock	Suz
EE/G	10.01		Ron Hamilton	Kaw
EE/G		135.74	Pat Miller	Yam
FF/G	10.65	127.65	Chris Dolan	Kaw
MODIFIED ELIM				
*B/M	9.81	134.93	Steve Molitor	Suz
*E/M	10.27	129.17	Robertson-Smith	Kaw
*R/M	10.17	130.43	Paul Gast	Kaw
*G/M	10.68	122.11	Barry Kogut	Kaw
*H/M	11.18	119.68	James R. Rester	Suz
*I/M	11.11	116.88	Michael Puglia	Kaw
*H/MT	9.58	140.62	Dale Dutton	Suz
*I/MT	10.51	132.54	Bucky Moore	Kaw
STOCK ELIM				
SS/B	11.01	118.26	Wes Nyce	Kaw
*SS/C	11.75	114.79	Mike Phillips	Kaw
*SS/D	12.01	111.94	Ed Hedrick	Kaw
SS/E	12.29		Jim Yodock	Hon
SS/E		108.56	Steve Emmons	HD
SS/F	12.34	105.63	Tom Grause	Tri
SS/G	12.81	101.92	Dennis Johnson	Yam
SS/H	13.08	101.23	Jeannie Neimer	Kaw
SS/I	13.93		Bob Brissender	Hon
SS/I		92.49	Walker & Walker	Hon
*A/S	11.26	119.04	Victor M. Force	Suz
B/S	11.79	115.53	Wes Nyce	Kaw
*C/S	12.26	108.82	Jim Dodich	Kaw
D/S	12.65	105.00	Tony Armino	Lav
E/S	12.33	107.14	Ed Hedrick	Kaw
F/S	12.57	104.77	Harold Krider	Tri
G/S	13.15	100.67	Billy Catt	Tri
H/S	13.64	93.16	Vic Force	Suz
I/S	14.09	91.27	Al Hocke	BSA
COMBO ELIM				
HH/A	12.50	107.27	Robin Miller	Suz
H/A	13.95	91.39	Kent Robinson	Hon
II/A	13.53	95.84	Jack Clapper	Kaw
I/A	15.07	81.37	Bob Cosgrove	Hon
J/A	15.29		Ron Piro	Yam
J/A		87.04	Terry Miller	Yam
*K/M	12.13	106.63	Jeffrey Reel	Kaw
*N/M	12.17	112.35	Dennis Johnson	Yam
J/S	14.56	86.12	Frank Jones	Hon
K/S	14.39	89.02	Frank Jones III	Hon
L/S	14.74	86.12	Dom Bellizzie	Hon
N/S	16.00	72.00	Arnold Bush	Hon
O/S	16.44		Chuck Teske	Hon
O/S		81.80	Jim Dodd	Hon
PLS	16.47	76.53	Les Ryder	Hon
R/S	18.36	68.23	Bill Hoctor	Hon
T/S	18.98	65.17	Terry Miller	Yam
SS/J	14.58		Frank Jones	Hon
SS/J		86.53	Les Hornung	Hon
SS/K	14.11	92.49	Danny Voak	Yam
SS/L	14.50	91.93	George Davis	BSA
SS/M	14.54	81.00	Nat Collis	Hon
SS/O	16.57	74.01	Jim Dodd	Hon
SS/P	18.33	67.82	Walt Tucker	Yam
SS/R	18.60	66.22	Bill Hoctor	Hon
SS/T	17.88	69.60	Skip Zintz	Hon
G/G	11.40		J.W. Sherrill	Yam
G/G		122.78	Ron Knapp	Yam

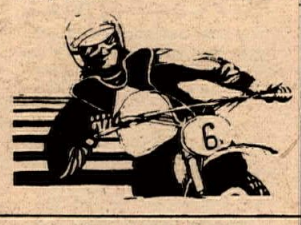
*Indicates new record

Scrambles
Sand Hill Ranch
Brentwood, CA
April 25, 1980
By Jeri Hopper

OPEN NOV	
Steve Lucrio	
Hebbei Simon	Yam
Chris Riddle	Yam
125 NOV	
Jack Farsity	Su
John Powers	Suz
VET NOV	
Dorian Jewett	Yam
VET EX	
J. Hartbauer	Yam
50cc	
Obie Leff	Suz
Doug DeLay	Suz
Trippe Ralaff	Suz
80 NOV	
Johnny Ward	Hon
Chris Plain	Yam
80 JR	
Curt Bissell	Kaw
250 NOV	
Ken Klein	Suz
Derrek Keck	C-A
Gary Johnson	Mai

Motocross
Clarkia, ID
May 4, 1980
By Butch Pharness

AUTOMATIC	
Robert Butler	Suz
JR MINI	
Chad Russell	Yam
Scott Atkinson	Yam
Robert Butler	Yam
80 B	
Weat Kruger	Yam
Darren Gill	Yam
Kelly Butler	Kaw
80 A	
Ron Kruger	Hon
100	
Mark Merrill	Yam
Rob Larrison	Suz
125 B	
Ron Kruger	Hon
Tom Kaufman	Yam
Larry Sullivan	Yam
250 B	
Brett Stout	Hon
Eddie Wickward	Kaw
Brian Tietrick	Hon
OPEN	
Don Lentz	Yam
Kevin Mitchell	Yam
OLD TIMERS	
Bovill Smith	Hon
125 PRO	
Gary Kuest	Yam
Brett Tremblay	Suz
Frank Buell	Hon
250 PRO	
Gary Kuest	Yam
Roby Bass	Yam
Kelly Rambo	Yam



TROPHY PICKUP

Viewfinders GP trophy pick-up. To make arrangements call Lou (213) 258-3358 or Neal (213) 676-9979. (19/22)

Dirtflier H&H trophies will be available at the Desert Daisy H.S. on June 15 or by calling (714) 956-3908 evenings. (21/23)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

Take it from pros: "Esprit Boots are the Greatest!"

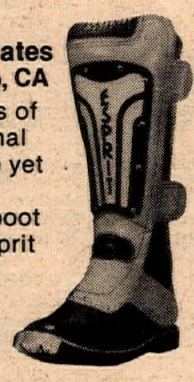
David Taylor
Glendora, CA
"I couldn't believe how much more control I had with Esprit Boots than the plastic boots I tried. It sure made a difference in my riding."

Mark Gregson
Salem, OR
"Esprit boots are by far the most comfortable boots I've ever worn. And they're so easy to put on and take off!"

Gary Semics
Laguna Beach, CA
"What I like most about Esprit Boots is that they're so easy to put on and take off. The velcro fasteners sure speed things up when you're in a hurry."

Randy Goss
Highland, MI
"Esprit Boots fit like they were made just for me. Thanks for making a racing boot that gives me support *and* feels good, too."

Marty Moates
San Diego, CA
"In 5 years of professional racing I've yet to come across a boot as comfortable as the Esprit Boot...and I've tried just about every boot made!"



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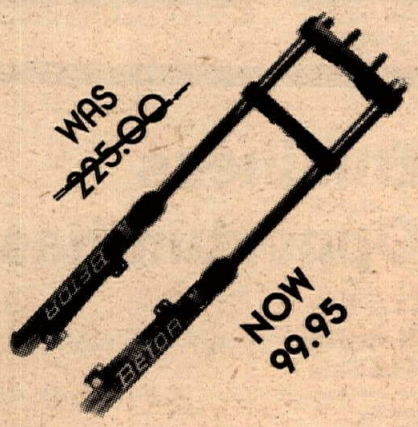

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WANT ADS

Help Wanted

Join a leader!
AMERICAN HONDA MOTORS is currently experiencing a period of significant growth. In order to meet the increased work load we need an experienced secretary to join our motorcycle sports department. This position requires typing speed of 55 w.p.m., 2 years office experience and good communication skills.

We are a well established firm offering competition salaries and excellent company paid benefits program. If you are a professionally minded individual with a winner in the industry then HONDA is for you. Interested applicants please apply in person.
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Wanted Kawasaki Mechanic
Experienced only. (213) 967-4181. Ask for Jim or Mel. (41/TFN)

Pipe builder
Experience necessary. Good pay. WHEELSMITH MOTORCYCLES (714) 751-0680. (19/TFN)

COLE BROS.
Suzuki/Maico, We need an experienced partsman. (213) 980-3715. 5906 Lankershim Blvd., N. Hollywood, CA 91601. (19/TFN)

Honda mechanic
Excellent working conditions. Call Brad for details (714) 957-1966. (20/22)

Parts Person Wanted
Must be ambitious and enthusiastic and some knowledge of motorcycles required. Full-time, salary open. Contact parts manager for interview. (714) 531-0742. (12/TFN)

Sales Person
Applications now being accepted for sales person at SOUTH COAST HONDA. Applications for trainee welcome. Call (714) 957-1966 and ask for Jack. (18/22)

Motorcycle Mechanic
With tools and sales or parts experience. Excellent. Call Mr. Anton, THE OUTRIDER, 10545 W. Pico Blvd., Los Angeles, CA 90064. (213) 879-3350. (19/22)

Motorcycle Doctors Wanted
Immediate openings for two experienced mechanics at Lakewood Honda. High earnings potential, "no junkers'" here. Paid holidays and uniforms, tools, insured medical and dental plans, moving allowance. Call Terry, (213) 860-1354 or (714) 521-7112. (12/TFN)

Desert and Enduro
Full time position laying out desert races and enduros. Must be able to ride motorcycle. Contact CRC (714) 689-6114. (18/TFN)

Suzuki and BMW Mechanic
Needed immediately — best of pay and benefits. Iowa's largest Suzuki dealer with all the latest equipment. CYCLE SPECIALTY, INC., Burlington, IA 52601. (319) 752-0349. (20/21)

Yamaha Mechanic Wanted
Experienced Yamaha mechanic wanted. Salary based on experience. Benefits. Call (213) 587-7246. Ask for John. (18/21)

Honda Mechanic/Service Mgr.
Experienced only need apply. Contact General Manager — EASTGATE HONDA, 8483 Beechmont Ave., Cincinnati, Ohio 45230. (513) 474-4422. (21/24)

Yamaha People Wanted
Positions available in any department. Must be experienced, aggressive, and willing to work. Send resume to: Bill Tuers, c/o YAMAHA SOUTH, 911 E. Oakland Park Blvd., Ft. Lauderdale, FL 33334. (16/21)

Employers look! Good man...
Wants year round employment — exp. all phases M/C biss, retail & wholesale — business and customer refs. — Will relocate — A. BECKER, 11203 Dayton Ave. N. Seattle, WA 98133. 1-(206) 367-1740. (21)

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Sell America's only weekly motorcycle newspaper in your spare time. Sell CYCLE NEWS at local race tracks, rallies or club meetings. You now have the opportunity to sell CYCLE NEWS to friends, neighbors, racers and spectators. Just call DUANE JOHNSON at CYCLE NEWS for all details. CYCLE NEWS (213) 427-RIDE. Those under 18 need parental consent. (12,15,18,21)

Yamaha Service Manager
Excellent opportunity for highly qualified individual. Volume shop, no lay-offs, all benefits paid. PREMIER YAMAHA, 19721 Beach Blvd., Huntington Beach, CA 92647. (714) 536-7555. (18/21)

MECHANIC — EXPERIENCED in Honda m/c. Good salary and benefits. Call Earl at HONDA WEST (714) 531-0742. (7/TFN)

Wanted Salesperson
Established business needs salesperson familiar with Yamaha and Triumph motorcycles. Contact Doug Evans at (213) 390-3406. (21/TFN)

MECHANIC NEEDS WORK. Suzuki, Honda, Kawasaki, Guzzi, Triumph. Your garage/mine. Tune-ups/repairs/rebuilds/modifications. Wanted — XL350 roller cam/head. — CB550, other baskets. Consider trades! Steve P. Barnes, 1019 S. Malden #8, Fullerton, CA 92632. (18/21)

Business Opportunities

Kawasaki Suzuki Dealership For Sale
Near Phoenix & Tucson. $65,000. (602) 836-1947. (18/21)

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Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

Business For Sale
Suzuki motorcycle shop with wet bike franchise and wet bike rentals. Rapidly growing business. Must sell due to illness. $45,000.00, plus parts, tools, accessories, van, fixtures, cycles and wet bike inventory. Owner will train. Financing on motorcycles and wet bikes available to qualified buyer. Also licensed to sell motor vehicles. Own your own business for under $85,000.00. Located in Lake Havasu, Arizona. (602) 855-7032 days, (602) 855-1493 evenings. (21)

For Sale: Digital Odometer
Brand new! Never used. Had to sell bike. $140 new; will sacrifice for $95. Will COD. (315) 253-7688. (21)

Yamaha Short Tracker
MXB completely fresh, Sun, Gremica, Lectron, Williams, & more. Best offer over $1,000. Call Wayne, EST, (203) 434-9381. Must sell!! (21/22)

MZ Agusta American
Like new, 300 miles, collector, make offer. (813) 774-2711. (21/22)

Hallman-Aberg TT500
Like new, 4-months old, $1800.00. (805) 758-5837. (21/22)

'78 Suzuki RM125
Raced 3 times, excellent condition. Must sell. (213) 434-5413. (21)

'74 Chevy racer van
Custom van, low mileage, loaded, many extras. Also custom cycle ramp. Both for $3,400.00 or best offer. (714) 989-3697. (21/22)

The Junk Man insulted me!
Does anybody need my '64 Triumph 500 T100C parts? Forks, tank, speedo, exhaust, seat, etc. Call Paul, after five (714) 464-1297. (21)

1975, 750 HONDA SS. CHERRY condition, low mil. 9L0073 CA. 1964 Model 305 Honda Dream, good condition to refurbish. Sacrifice $300.00. 9B8944. (714) 963-6923. (21)

Absolute giveaway
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Wanted
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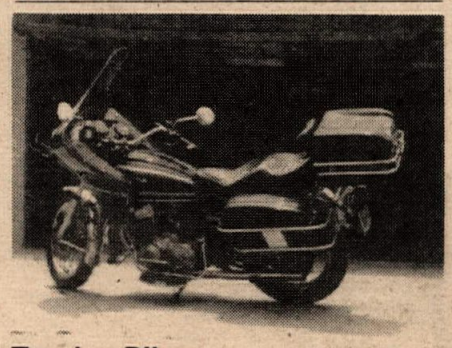

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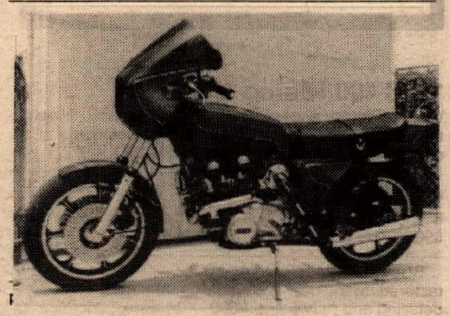

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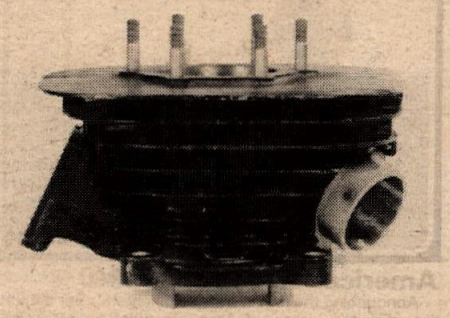

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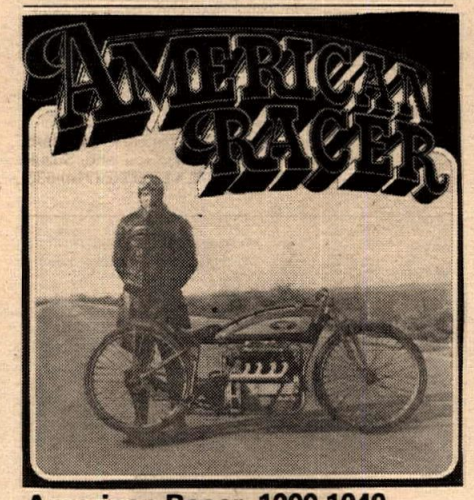

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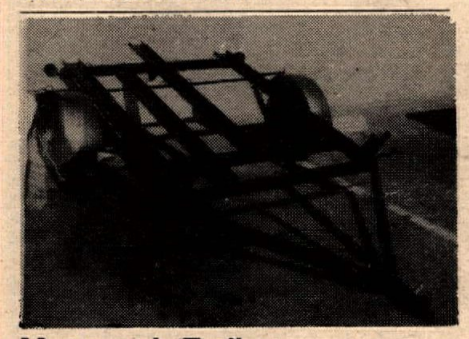

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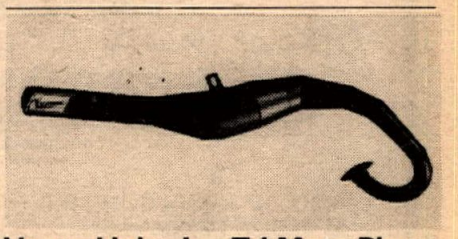

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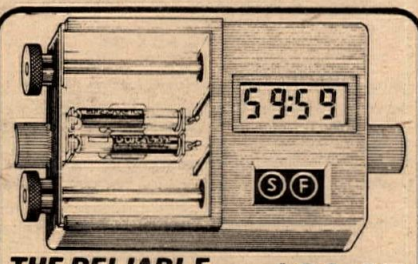

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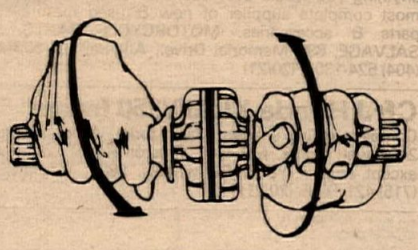

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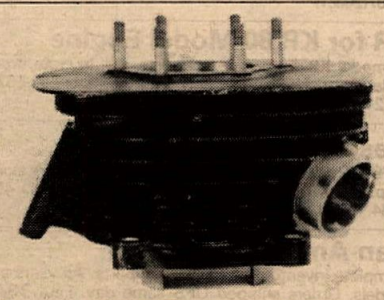

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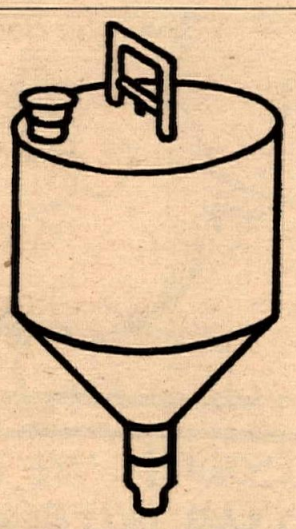

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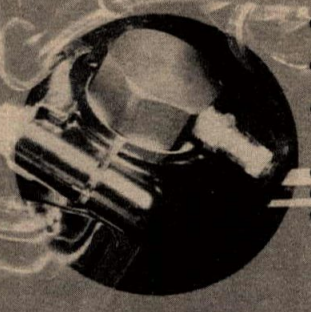

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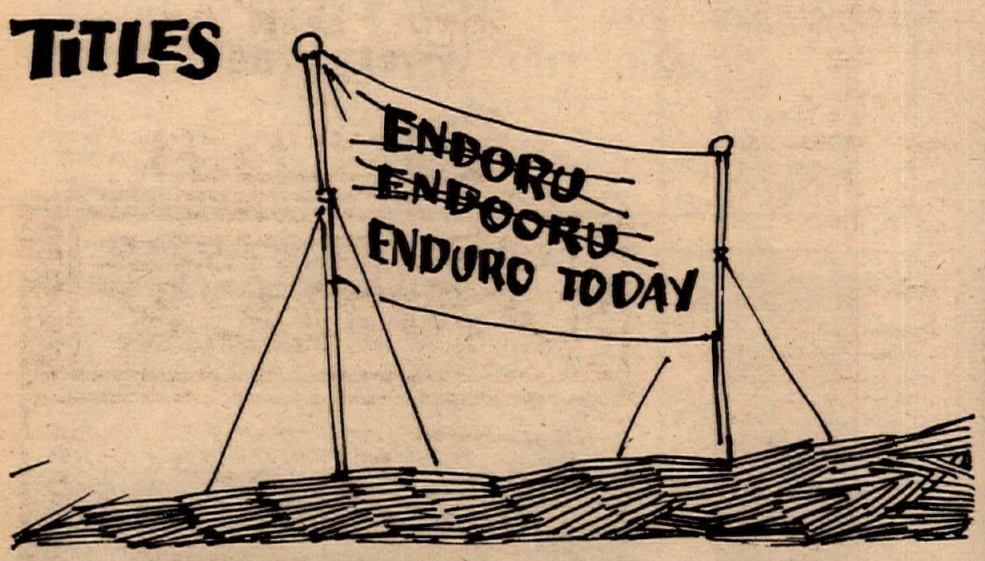

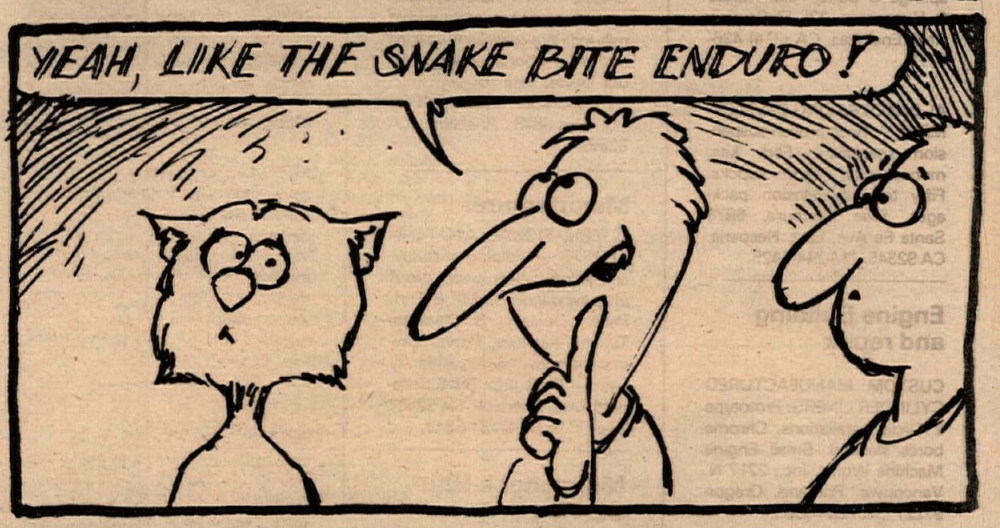

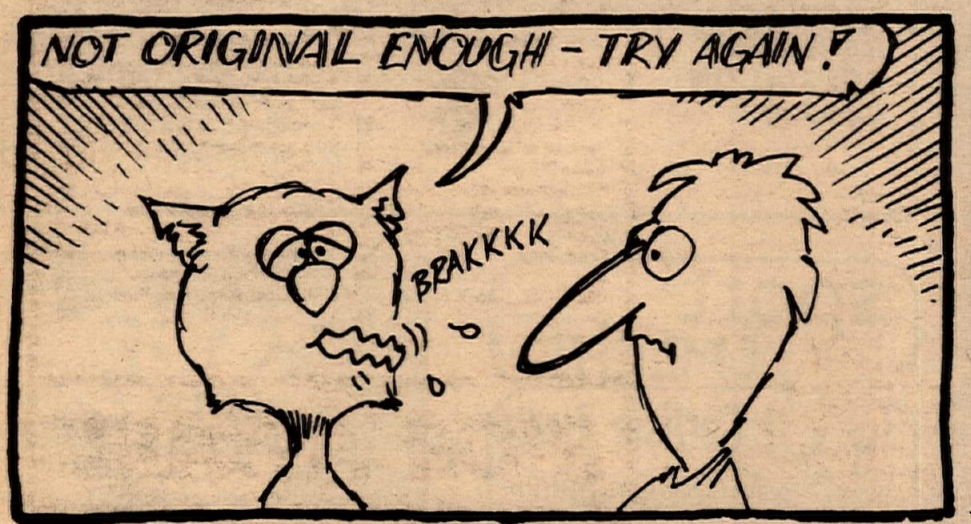

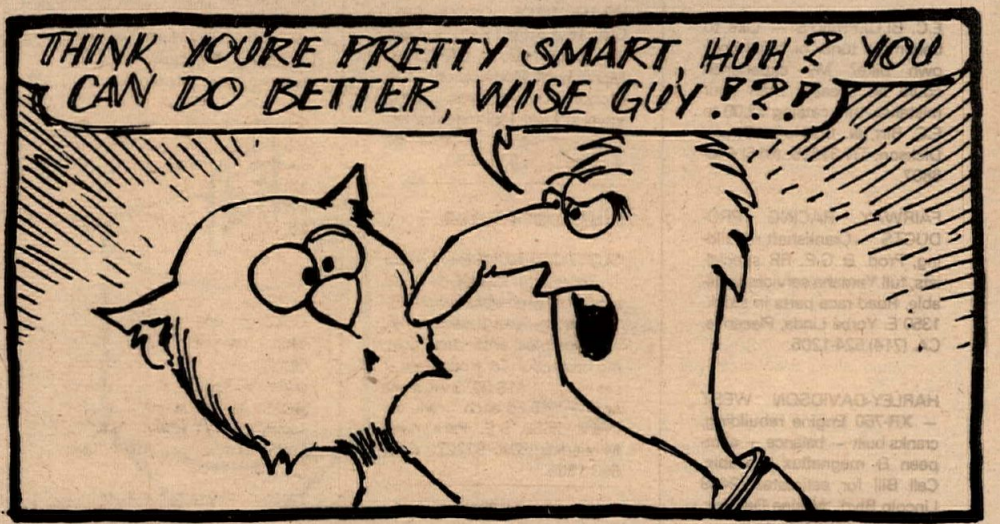

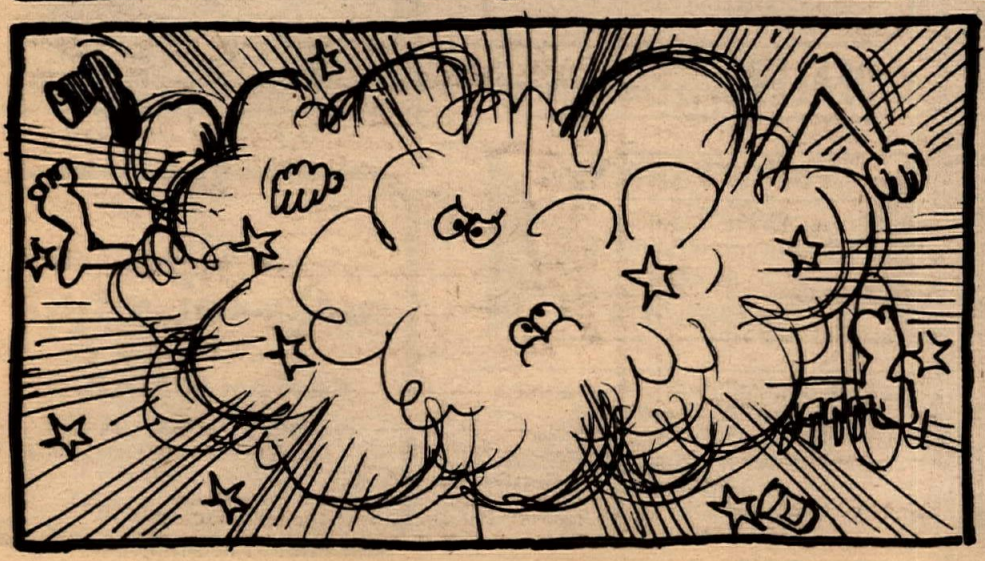

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ADVERTISER INDEX

AMCO M/C Accessories..... 27
AME..... 44,45
Ascot..... 46
Al Baker's FMF..... 46
Bert's Motorcycles..... 19
Burbank Yamaha..... 47
CRC..... 47
Canoga Park Suzuki..... 49
Charity Newsies..... 48
Colorado Motorsports Ent... 47
Computer Science Corp..... 43
Continental Tires..... 13
Corona Raceway..... 44
Countdown Engineering.... 52
Curnutt Shocks..... 53
Cycle News Products..... 43
Cycle News Sub. Info..... 56
Cycle Rider..... 52
Cycle Rider Stores..... 47
Daido Corp..... 21
DeAnza Cycle Park..... 45
Dirt Diggers M/C..... 45
District 37..... 46
Downen's Cycle Center..... 43
Dunlop Tires. 23,25,27,31,33,37
Electro Helmets..... 41
Esprit..... 49
Formula One Inc..... 30
Goki Mfg..... 43,53
Grand Annual Stadium Cross 42
Grand Prix Cycle..... 43
Gran Prix MX..... 33
Hatch Accessories..... 49
Hillsferry Speedway..... 46
Hi Point..... 38
Horsepower Factory..... 39
Jim Hunter MC Repair..... 53
Husqvarna Motor Corp..... 23
Indian Dunes..... 45
KTM America Inc..... 35
Kawasaki Motors..... 5
Keystone Motocross Works. 39
Kolbe Cycle..... 52
Lectron Products..... 21
Luft Shock Factory..... 47
Ken Maely Ent..... 46
Mark Distributors..... 39
Maxima..... 32
Mr. Know It All's..... 53
Moto-X Fox..... 38
M/C Tire Corp..... 53
Mountain View Dist..... 49
Mugen..... 39
National Minicycle Assoc.... 45
Neotech Intl..... 52
Nippondenso Spark Plugs... 25
Off Road Championship G.P. ..... 10&11
Othman Dist..... 43
PJ1..... 41
Pacific Coast Sportcycles.... 39
Pasadena Suzuki..... 48
Prairie Racing Promotions... 42
R.C. Engineering..... 41
Rincon Kawasaki..... 52
Rogue Community College.. 32
SRA..... 44
Saddleback Park..... 44,45
Saddleback Saturday MX... 44
Saddleback Suzuki..... 43
Saturn Corp..... 39
Ed Shaver's WEST Cycles... 52
Simi Valley Yamaha..... 43
Slater Brothers..... 36
Malcolm Smith M.C..... 53
Sport Tracks..... 53
Stadium Motorsports..... 45
Sunshine Cycle..... 48
Super Seer..... 39
Suzuki of Riverside..... 53
Suzuki of Van Nuys..... 39
T & O Yamaha..... 30,52
Sammy Tanner Dist..... 46
Terrycable..... 36
Track 'n Travel..... 36
Trojan Ent..... 31
Tu Gee Ent..... 46
U.S. Suzuki Motor Corp ..... 9,28&29
Wheelsmith Motorcycles.... 32
Williamson Sportmotor..... 36
Works Performance Prod.... 37
Yamaha Int'l..... 30

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ON THE FRONT PAGE: Trask Mountain Three-Day Qualifier winner Ed Lojak hustles through the beautiful northwest Oregon scenery. Coverage of the event begins on p. 6. Photo by Dale Brown.

INSIDE

ISDT QUALIFIER: Lojak takes first-ever U.S. Three-Day Qualifier 6
SPEEDWAY: Yanks, Britons start match race series 12
Fast Christian breaks Bast record 20
MOTOCROSS: Bad Brad's points lead shrinks 13
Howerton, Sun top Mt. Morris 250/500cc National 14
INTERVIEW: Can the Jammer jam on a Can-Am? 16
DIRT TRACK: Lone Star State hosts three-race series 18
WESTERN HOTLINE: Four-stroke breaks six-year two-stroke reign . 22
NORTHERN DATELINE: Handlebar climbing, Canadian RR 34
CENTRAL PIPELINE: Amateurs race in the Superdome 40
CALENDAR: Don't waste a single Sunday 44
RESULTS: These people don't waste Sundays 49
WANT ADS: Don't waste any money, either 50
FUNNIES: What's in a name? Plenty 54

VOICES

Ticket prices too high

Being a former short track racer and a great fan of Class C type racing, it was with great regret that I missed the Long Beach indoor short track on May 7th. However, there was no way that I was going to pay $8 each for my wife and myself to go, and pay to park. I applaud Cliff Carr and the others involved for bringing short track back to Long Beach — and I certainly understand escalating expenses — but let's be real about this. Long Beach is *not* the Astrodome and $8 is what a ticket to the Astrodome Nationals costs.

If the promoters expect to bring short track back to life, they must attract new fans and in these times of short money they aren't going to attract many at $8 a head.

GEORGE L. HUEBNER
R.C. Engineering

It

I never really thought much about it before. I mean, I never knew anybody who had actually tried it. None of my friends would even consider it. Who knows what side effects it could have on your body and your mind. I hear it can be addicting for some individuals.

The people who are experiencing it come from every age group. Women are getting involved and experimenting with it at a much faster rate than ever before. I've seen cases where the whole family takes part. Wow! Can you imagine?

There is, however, an extremely large percentage of people who are still totally unaware of its very existence. A few unbelievers. Skeptics. Some even suggest it's done with mirrors.

I guess I was one of those. I just wasn't interested; too busy to get involved until a year or so ago, when a close friend turned me on to it. All he did was show me what these people were doing and did it himself with some friends. I didn't even have to try it. Just being aware of its existence and watching other people get into it was enough. What a high! I'm sure there will come a day when I'll just have to try it for myself. It still scares me a bit.

After my first experience with it I just wanted to tell everyone and turn them on too. But after trying to explain what it is to a dozen or more people, I've given up. No more detailed descriptions. They'll just have to see it for themselves. To tell you the truth, I hope it doesn't get too well known. The minute too many people start turning on to it, they'll make it illegal, tax it or something. Somebody will try and make some fast bucks off it and it will be ruined. It costs enough as it is.

We've got a good thing here. Let's not blow it. It's a privileged high for those who can accept it as it is.

IT: trials.

CANDY NILSON
Reseda, CA

Not too over the hill to say thanks

For those of us who have been around motocross since the early days, racing has always provided us an opportunity to enjoy the more desirable aspects of human interaction. Whether it was borrowing a tool or a part or getting aid from a stranger after a crash, races have always seemed to bring out the best in people.

Therer are those who would say those days are past, but recently I was able to participate in an event that was a shining example of just that feeling.

The race was the Over The Hill Gang MX National and the place was Huron Cycle Park. Homer and his all volunteer crew worked day and night for three weeks preparing the track and the park for the race, putting finishing touches on their new building as late as Friday night. These gentlemen have donated their time and their own money creating and improving the facility for no reward other than the satisfaction of a job well done.

Members of the OTHG and more specifically their wives put in 14 hour days that weekend so that the rest of us could have a smooth running hassle-free weekend. And then there were the sponsors. Despite the fact that, by some standards, this was a relatively small event, over 20 members of the motorcycle establishment donated prizes and money to go to the winners and the losers at this event. Because of their generosity I would like to take this opportunity to thank Kal-Gard, Ancra, Cico, Pro-Trac, O'Neal Distributing, Burbank Yamaha, International Yamaha, Bell Helmets, Duralube, White Bros., Superior Industries, Massco Seat Works, Scott's Scooter Service, *Cycle News,* Works Performance, Torsten Hallman Racing, Cole Bros., Canoga Park Suzuki, GSM, U.S. Suzuki, MC Tire Works and Malcolm Smith Products.

Thanks again to everyone who made it such an enjoyable weekend.

PAT MURPHY
President, OTHG
Glendale, CA

Kennedy caught again

The questionnaire from Senator Edward Kennedy published in the June issue of AMA's American Motorcyclist on page 20 is a bare-faced lie! Teddy said, "As a federal legislator I have not had the occasion to vote on mandatory helmet legislation."

The Congressional Record for December 20, 1975, page S21941, proves he did vote on mandatory helmet legislation. Look it up in any good library. Kennedy's name is among the 37 U.S. Senators who voted to keep the U.S. Department of Transportation's blackmail on the helmet law.

If the "Chappaquiddick Kid" had his way, all bikers would be forced to wear helmets. Don't vote for Kennedy!

On another presidential candidate, four years ago Jimmy Carter said he had taken no position on the helmet law. His son Jack blew the whistle in a September 19, 1976 *Parade* magazine interview. He said, "I agree with Dad on most of the big issues, but on the small ones, like mandatory rules for wearing motorcycle helmets and seat belts, we disagree. On those things I believe people should be allowed to make their own decisions. Dad doesn't."

When the U.S. DOT threatened to penalize California for failing to enact a helmet law in 1974, then Governor Ronald Reagan threatened to scrap its state highway safety program and close down its office. Reagan is the only presidential candidate who has taken a strong public stand against helmet laws as Governor of California, the only state that has never had a helmet law.

KELLY WENDELN
Chanute, KS

Also concerned

I'm very glad and relieved that I am not the only one concerned about outdoor MX. After reading Mr. Gianatsis' editorial, I can only hope that more people concerned about the sport read it.

I've always wondered about places like Saddleback and Carlsbad, where major races are held, no one ever put in bleachers for the spectators. If you are not an enthusiast, sitting on the side of a dirt hill is not very appealing. Also having no facilities and no concessions to speak of is no help. How can you ever get someone new to the sport to come to the races and then expect them to return?

I'm not really in the know about the AMA, but if this is how they choose to run the sport, I'd prefer it if they just got the heck out!

I hope in the future to see more being done for outdoor MX because indoor is nice, but outdoor is what it's all about.

JOHN FINN
Canoga Park, CA

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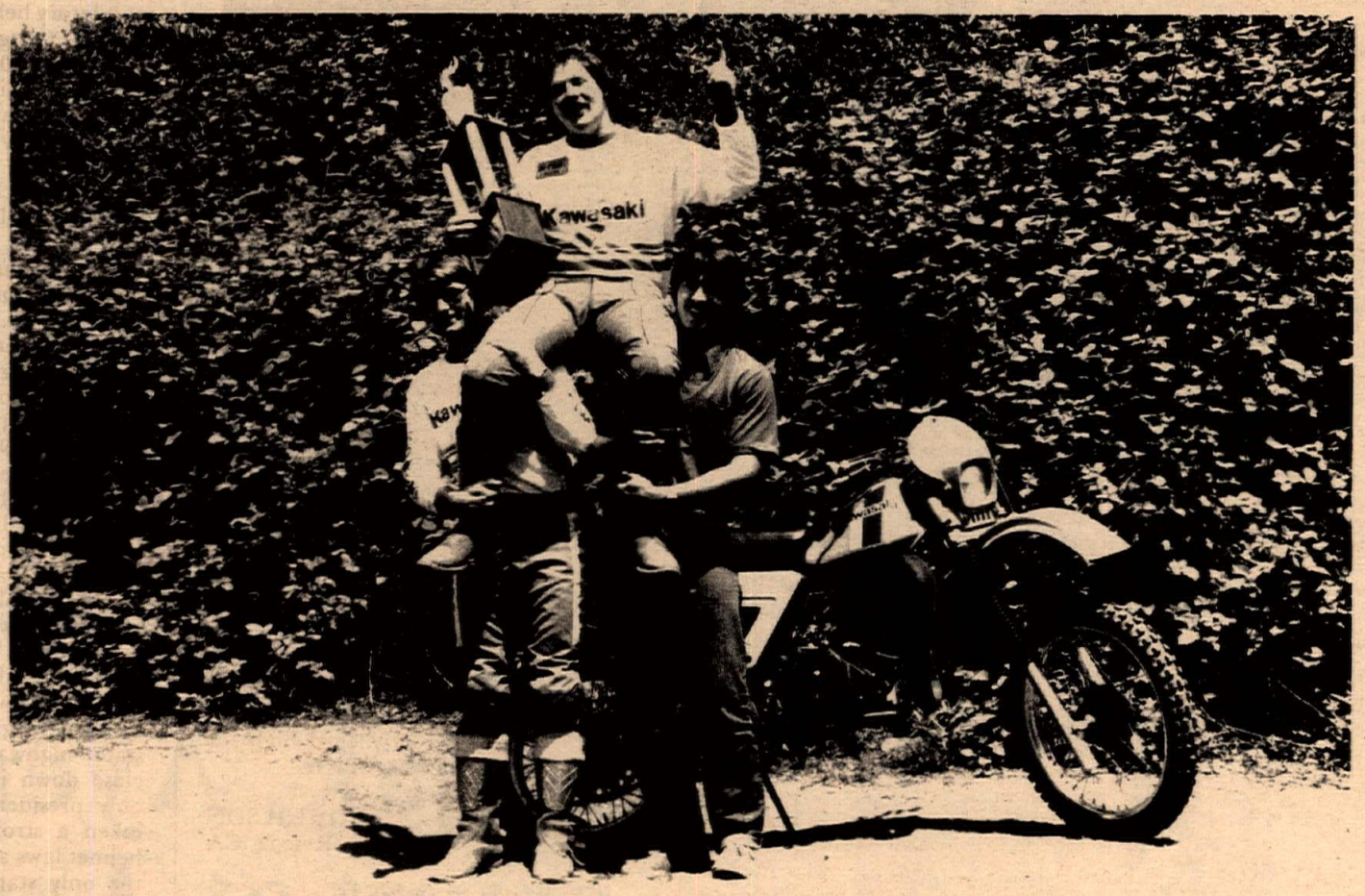
Pacific Northwest Saga

Lavoie Explodes as St. Helens Erupts and Penton Delivers!



1st place — Kevin Lavoie Overall Winner

Sunday, May 18—The tiny Oregon community of Jones Creek was jolted by a predictable phenomena when Team Kawasaki's A rider Kevin Lavoie exploded to take the Overall Win in the Oregon National Enduro. Kawasaki teammate Ted Leimbach rumbled in close behind to win first place in the 250cc class.

In the shadow of a smoldering Mt. St. Helens, the Kawasaki Team performance was the result of skilled, aggressive riders matched with the strength and dependability of Kawasaki off-road competition motorcycles.

Kawasaki

Heh, heh, heh

1st place — Ted Leimbach 250cc Class

The Oregon National Enduro was no easy mudslide. Over 60% of the 126 miles were flat-out fire roads demanding maximum horsepower. Steep shale hills tested the Kawasaki's traditional tractor-like torque and dizzying downhills and drop-offs sagged out all but the strongest suspension systems.

This is no smoke, and they proved it in Oregon . . . when you are on a mean green Kawasaki you can really kick ash!

7½ lb. baby boy — **Gigi Penton (Mrs. Jack)**

(Above) Ed Lojak took advantage of a dry track on Day Three and posted low score. (Below) John Ayers led for two days; still took 500cc honors.

AMA ISDT Qualifier Series: Round six

Lojak, Ayers erupt at Trask Mountain Three-Day

By Dale Brown
Photos by Action Oz and Brown
McMINNVILLE, OR, MAY 24-26

Getting in his third motocross special test before rain severely slickened the surface, Ed Lojak recovered from a 35-point (second) deficit to post low score at the Trask Mountain M.C. Three-Day ISDT Qualifier.

Husqvarna-mounted Lojak won the 250cc Qualifier class, while Suzuki rider John Ayers, low scorer in the first two days, took the 500cc class win, missing out on the low score honors by 34 points, 2144-2178.

Kawasaki captured the two small-bore classes as Mark Hyde beat teammate Jack Penton by four points in the 175cc ranks. Dane Leimbach spent three days breaking trail and won the 125cc Qualifier class.

Day three was marked by the controversial fifth check, near the end of the loop. Riders, who had been hitting checks early all weekend, often by as much as 25-30 minutes, found themselves late. The problem was compounded by a turn in which the trail going away from the course looked to be the right way. In the end, the referee agreed that the marking could have been vague, and he extended the time between the checks by four minutes. This left most of the fast riders free of route points, but not all. Can-Am's John Martin, who had gotten lost and was eight minutes past his grace, filed a protest asking that the check be thrown out altogether.

(Above) Class winners Mark Hyde (208) and Dane Leimbach (100) lead their MX test. (Below) Jeff Hill wonders what he's getting himself into.

The protest denied, he has filed an appeal with the AMA. A three-man appeal board will hear his case and make a decision within 30 days.

According to the AMA's Hugh Fleming, the appeals board could: (1) Uphold the referee; (2) uphold Martin's protest; or (3) reverse the referee's adjustment of the times and have the check stand as originally scored.

Should the last decision be reached, Ayers would wind up with the low score, because he was one of the few riders to get to the check still on his grace.

Day One

"They're giving us back the time we needed *last* year," quipped Dane Leimbach at the end of the day. A moderate schedule found most riders hitting the course's eight checkpoints 20 to 30 minutes ahead of schedule. The riders rated the course as enjoyable.

"If I wanted to take a friend trail riding, this is where I'd go," said Jack Penton. In spite of a steady drizzle at the higher elevations, there were no major problems or bottlenecks.

Husky's Frank Gallo retired on the first day when he lost a countershaft sprocket.

The special tests consisted of an acceleration test each morning and six-lap motocross heats at the end of each day, run on the normal Mulkey ORV Park MX circuit. The start, finish and impound were also at Mulkey.

The course was damp after a few days of rain, but it dried out during the course of the racing, becoming progressively faster.

The 125cc machines and a few 175s were in the first heat, and Dane Leimbach was easily the fastest in the eighth-liter class, chasing 175cc Yamaha rider Ron Ribolzi to the finish.

KTM's Rod Bush was the fastest of the 175cc class, riding in one of its later heats and battling for the lead with 250cc classer Jeff Fredette despite the loss of his rear brake on lap one. Team Green members Penton and Mark Hyde ran 2-3 to Bush at the end of the day.

Lojak was one of the last 250cc rides to take a shot at the course, and he ran away with his race to set fast time in the class. Ted Leimbach (Kaw) and John Martin, earlier heat winners, trailed.

Lojak's fast time lasted only until Yamaha teamsters Jim Fishback and Larry Roeseler got out on the track. Fishback looked like he would run away with it, getting 14 seconds ahead of Roeseler, who was bothered by detonation and a poor start. Roeseler managed to make up half the distance before the flag, however. Fishback's six laps were 21 seconds faster than Lojak's.

Ayers was a couple of heats later, and he ran away with the heat to wind up three seconds ahead of Fishback.

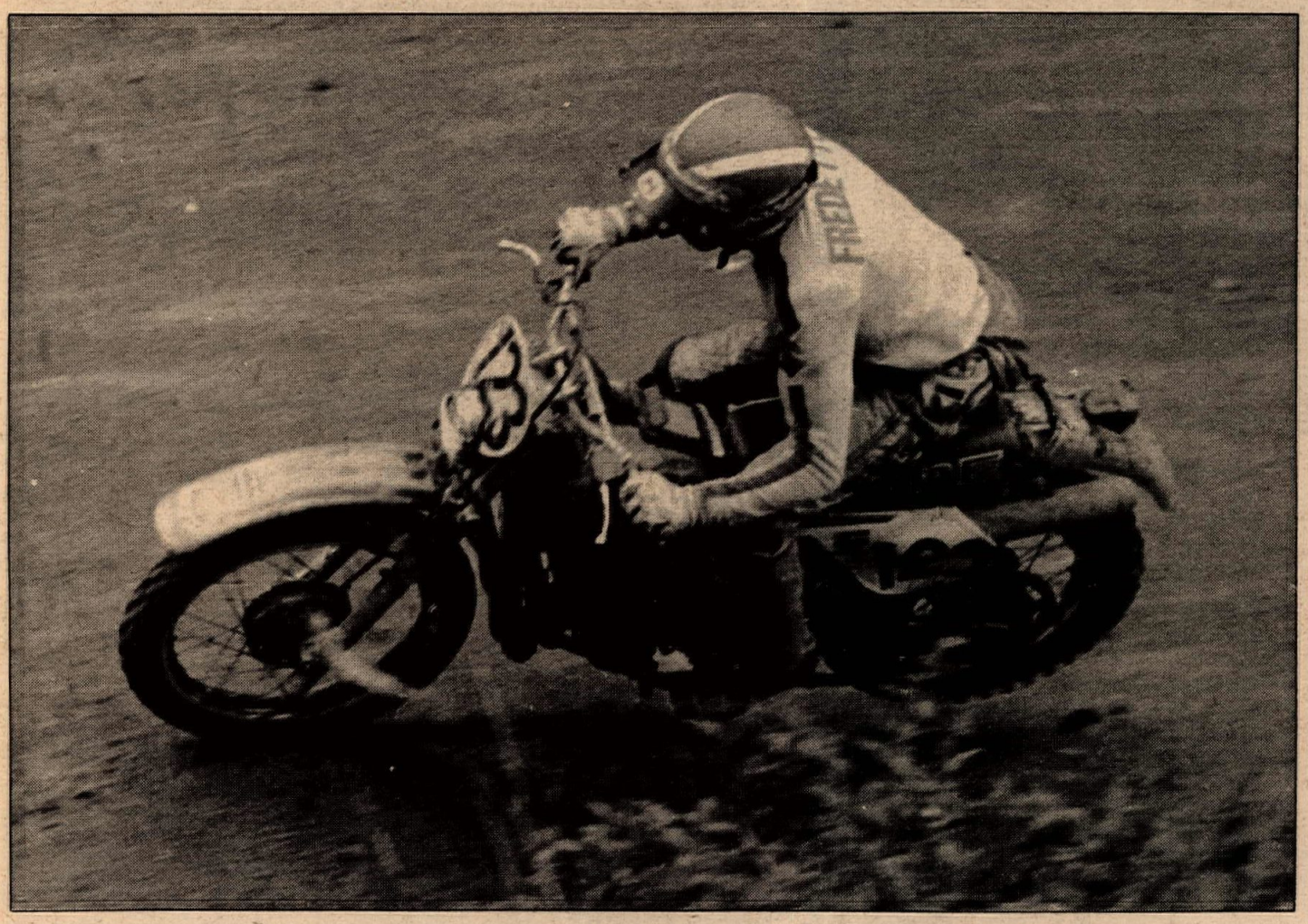
Day Two

Washington's Mt. St. Helens blew her top again early Sunday morning, and by midday volcanic ash was falling on the Trask area. It was still drizzling and cold in the mountains, and the ash combined with the water to make goggles muddy and useless. "Anybody got any Ash-X?" was a common joke at the checks, in reference to the Rain-X® goggle solution.

Rod Bush, the 175cc class leader, had his ride come to a sudden end when the connecting rod broke. Suzuki's Ray Cosgrove was also a Day Two casulty after incurring a broken transmission.

The course was the previous day's, run backwards. The schedule was tightened up slightly, but most riders were still hitting the checks with lots of time to spare. Roeseler, who had changed jetting at the beginning of the day to try and fix the detonation, had enough time at check three to work on the electrical system and change the main jet again.

The day's motocross saw Leimbach increase his lead in the 125s. In the



(Above) John Ayers leads his Day Three MX heat in front of Kevin Hagerty (164) and Chip Howell (265) and others. Rob Sutliff (173) has fallen victim to slippery track conditions. (Below) Jeff Fredette set fast MX time on Monday.

175s, Penton had the lead, but was only two points ahead of Hyde.

Lojak stayed out in front of the 250cc class, after engaging in an exciting battle with Ted Leimbach. Leimbach led early, Lojak passed him, but then Ted came back on the final lap and the two engaged in some intense handlebar and elbow banging before Lojak took the checkers first.

Ayers increased his lead in the 500cc class, and Roeseler and Fishback turned in a crowd pleaser with their battle for second. Larry had taken the lead but had to fiddle with his gas tap and Fishback repassed. In a breath-taking mid-air pass, Roeseler retook the lead, but was only able to put a couple of seconds on his teammate.

Day Three

The third day was to be the longest and toughest — twice around a new loop for a 190-mile total. However, noting the continuing rain, Trask's Dennis Bershaw opted to run only one loop. The schedule was tightened up, and the faster riders found themselves only a few minutes early. The section that caused all the controversy was a 10-mile stretch between checks four and five, that started innocently enough with a few miles of road. One T-intersection — the one where most got lost — had the trail going down a ridge to the right, but riders reported that there was a well-developed berm on the left and a trail that led up the hill, but eventually disappeared. After they got back onto the course, riders discovered some of the tightest riding of the weekend, and then the check — with most arriving three to six minutes late.

The referee's basis in extending the time for the section by four minutes was that the uphill led to a gravel road where the absence of marking would be a key. He figured that two minutes to get to the road and two minutes to get back to the turn would be fair. With the addition of the two minutes grace period, riders who were up to six minutes late lost no route points.

A few riders did make it, notable Ayers. "When I heard that it was only going to be one loop, I decided to ride as hard as I could," said Ayers. "When I ride cautious, things usually happen." However, others said that Ayers was warned about the tightness of the section, which caught most totally by surprise.

After the check, riders headed back to the impound area, getting there 15-20 minutes early. If the check was to be thrown out, or changed, the final motocross would decide the winners.

Dane Leimbach continued as he had the previous two days and dominated the 125cc class. Although results are unofficial and subject to change, it looks like Bobby Pearce (C-A) and Joe Klokkevold (KTM) finished second and third.

With only two points between him and his first ISDT Qualifier class win, Hyde went for it in his heat and said goodbye to Ribolzi and Penton, who were scrapping over second and offering each other words of encouragement. Hyde beat Penton by eight seconds in the MX, lost to Penton by two points in the acceleration test and came out on top in the final analysis by four points. Suzuki's Mike Rosso, who arrived in the pits visibly upset over the fifth check, worked his anger out on the course and set fast time of the day for the class. Unofficially, he finished third and Ribolzi will probably wind up fourth.

The 250cc heats were the last to be run before the rain fell, and Lojak took advantage by turning in the second fastest six laps of the day. Leimbach won his heat in eight seconds slower time for second in class, and as things stand now, the second lowest score. Fast time of the day was turned in by Suzuki's Jeff Fredette, one second faster than Lojak, and it appears that Fredette is third. Martin had been running third, but the 120 route points on his final score dropped him several positions. After third place, there is some confusion in the initial scoring that will have to be worked out before the results are in order.

The rain hit just as the 500cc class started its round of motos and turned the blue groove and hard pack sections of the course into a skating rink with marbles-on-formica traction. Carl Cranke (SWM) slid to his heat race win, but the conditions kept his time down to nearly two minutes slower than those of the top 250s. (Carl, who lives in the area, is a favorite of the scoring computer, which spells his name "Crankeeee!")

Roeseler won his heat while Fishback met with the ground several times ("I fell down six times and endoed once"), and dropped way back, giving up the second place he held in the standings.

Ayers also met with Mother Earth during his heat race, but only once, still setting fast 500cc time, and he took the class win, unofficially by over 50 points. Roeseler appears to be second in class, but the computer tagged him with 180 route points, which the Yamaha people say should have been eliminated when the fifth check was altered by four minutes. If Roeseler is listed in second, then third and fourth will most likely be Bruce Ogilvie (Yam) and Ken Maahs (Hus).

Unofficial results

CLASS WINNERS:
125cc QUALIFIER: Dane Leimbach, 2393 (Kaw).
175 QUALIFIER: Mark Hyde, 2256 (Kaw).
250cc QUALIFIER: Ed Lojak, 2144 (Hus).
500cc QUALIFIER: John Ayers, 2178 (Suz).

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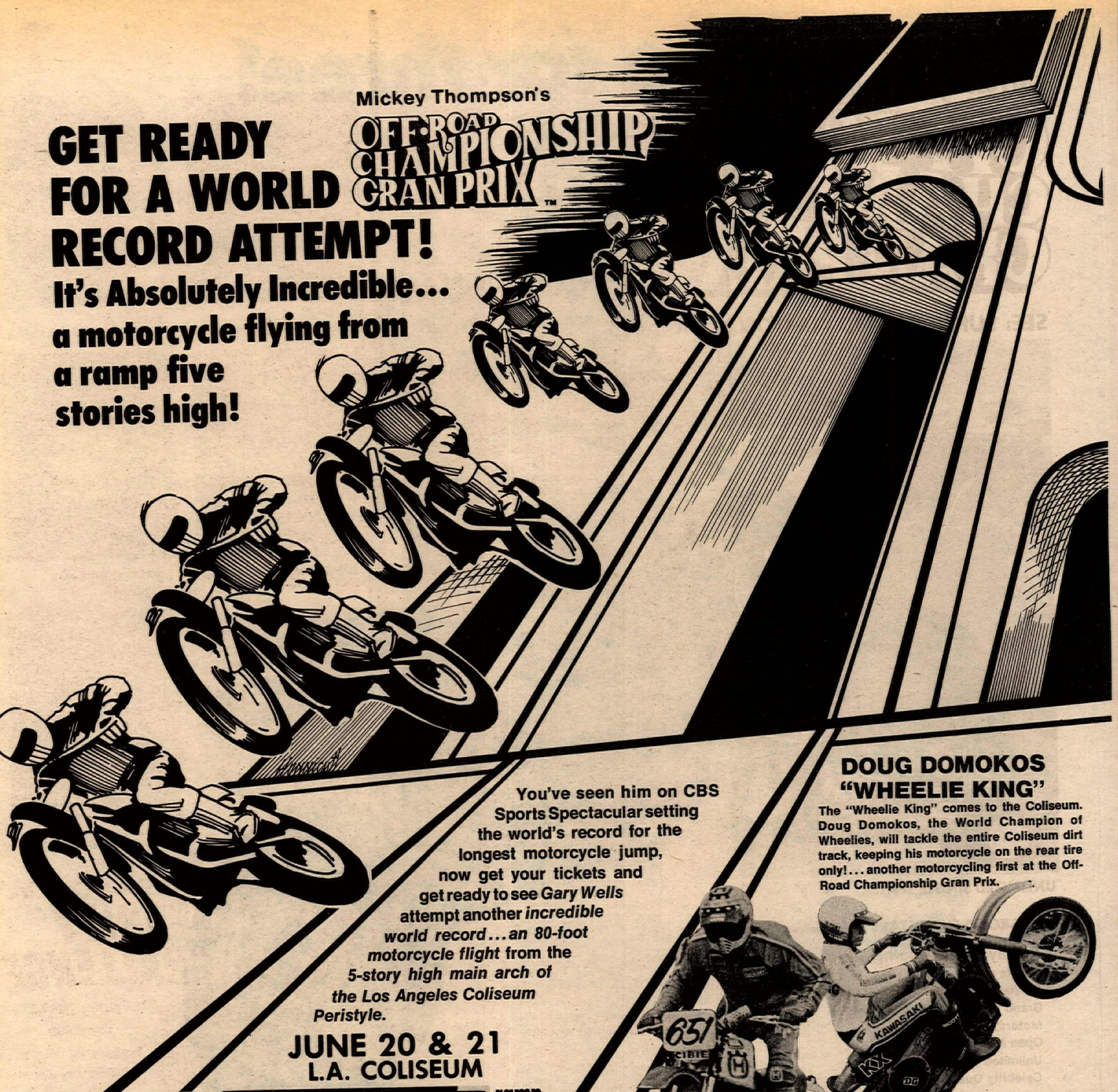

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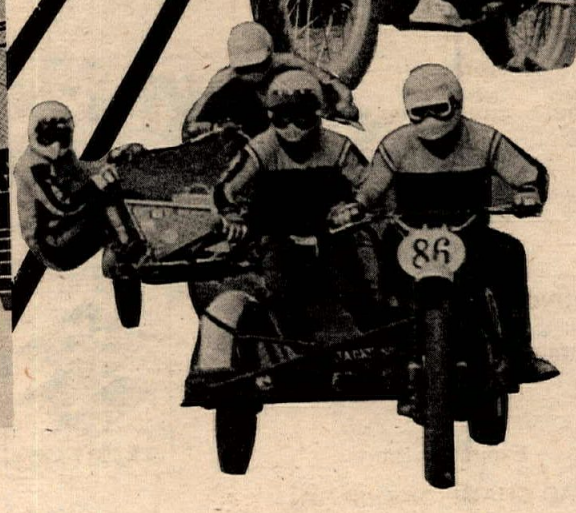

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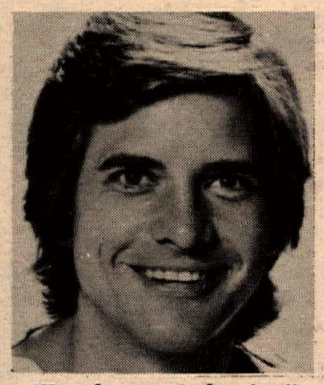

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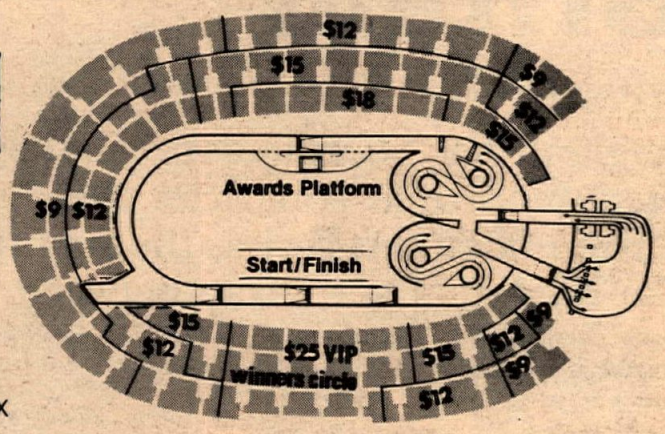

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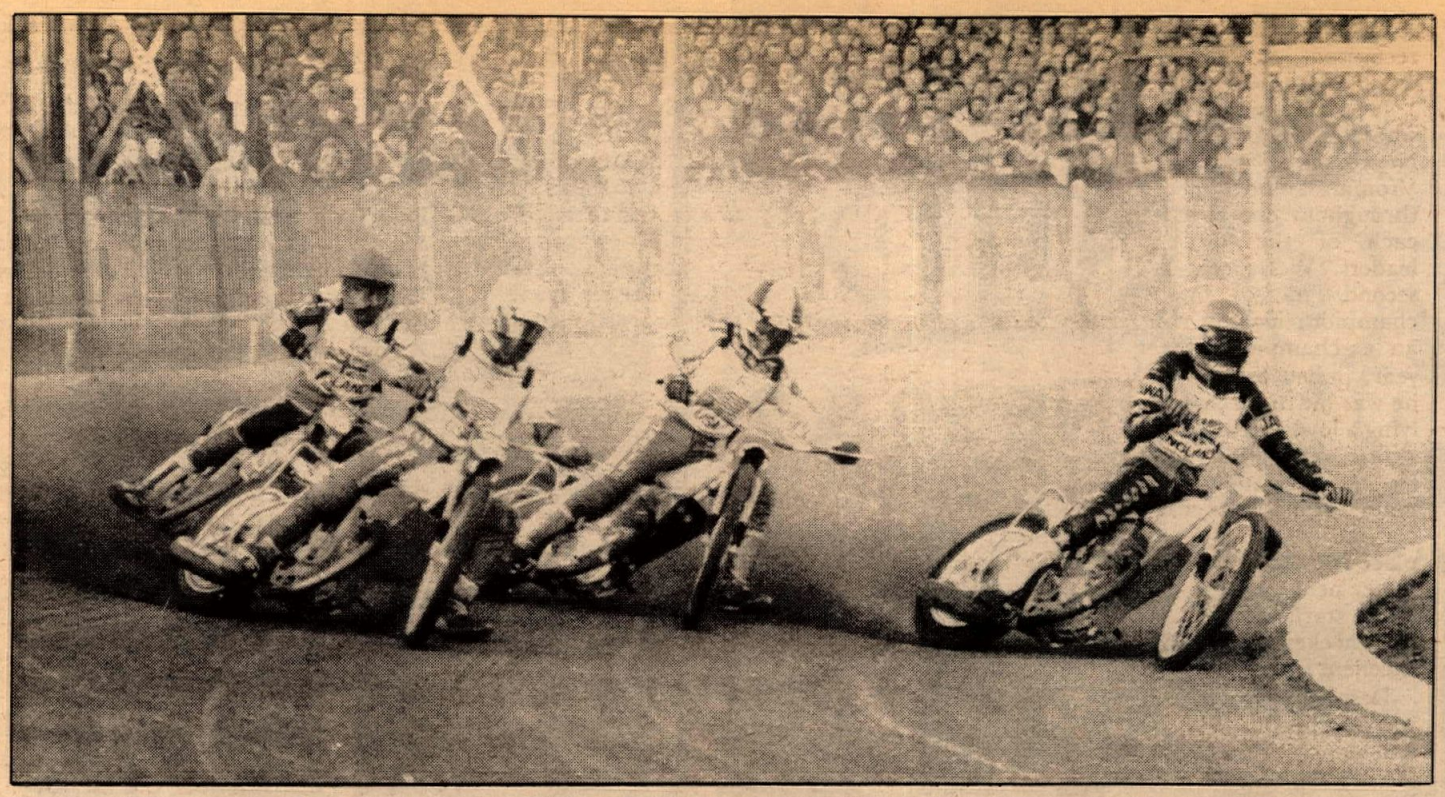
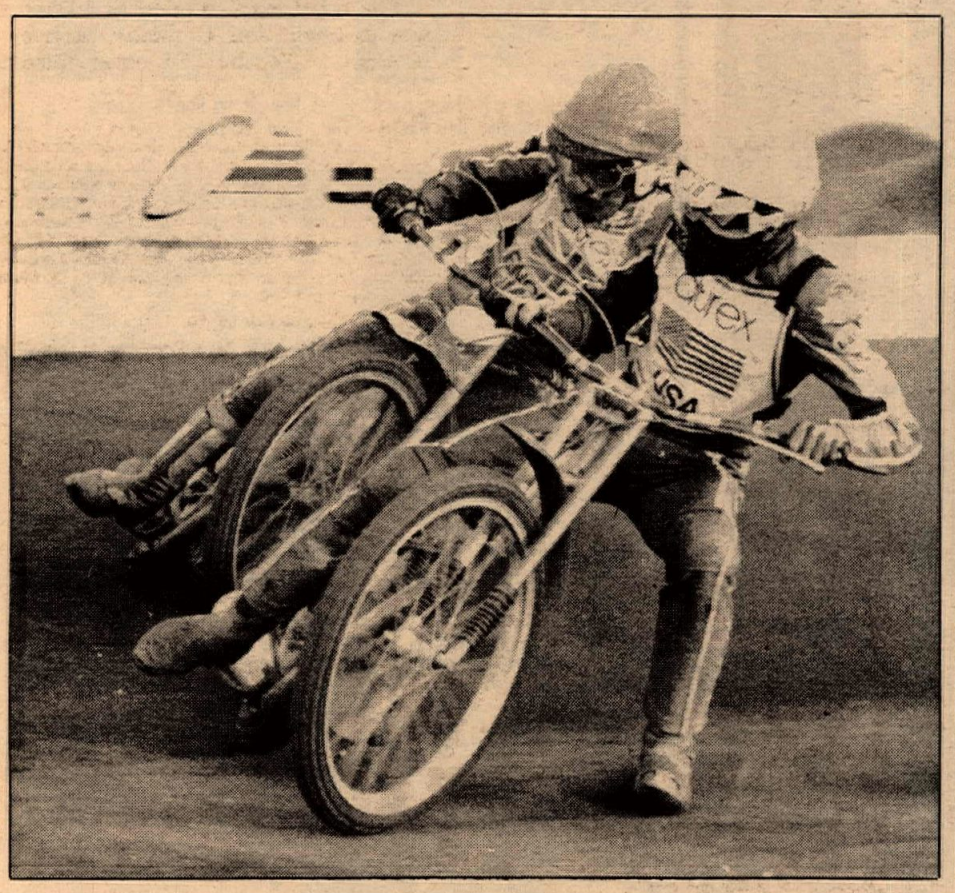


(Above, left to right) Phil Collins, Bruce Penhall, Bobby Schwartz and Mike Lee. (Below) Collins and Dennis Sigalos at Cradley Heath.



Yanks in Great Britain

By John Hipkiss

England has accepted the challenge of eight vastly-improved American speedway riders in a five match test series, the first of its kind in the history of speedway between the two nations. British riders have never feared any other nation until now, as most of the American racers have spent a year or so racing on the English tracks.

The American team consists of the English-based riders who are mainly from the U.S. west coast where most have been riding on tiny circuits like Costa Mesa and San Bernardino.

Favorites like Bruce Penhall, Bobby Schwartz, Ron Preston and Dennis Sigalos have become virtual superstars of the slide-'em-sideways sport in England and are frequently making trips to Germany and Denmark. These racers along with "veterans" Scott Autrey and Steve Gresham, with the new faces of Shawn Moran, John Cook and Larry Kosta make a formidable team for the experienced English national team to beat, a team who has former World Champion Peter Collins and Mike Lee, third in last year's World Final.

The first ever tests between these two nations takes the form of eight-man teams, riding in pairs to beat the opposing team's pairings, meeting each pair twice. Riders number seven and eight do not get a scheduled ride. There are five meetings staged with 18 heats in each, and west coast promoter Harry Oxley has flown to England to be team manager for the first three meetings.

Since the arrival last year of Schwartz and Preston the popularity of the "Yanks" has been tremendous, they have injected into the sport the entertainment value which was sadly lacking in the British League before their arrival.

One thing is for sure, the "Yankee-doodle-dandies," as they are known here, are in for the big time regarding world status. They have amongst their riders the talent not only to beat the English in these test meets, but to go on and take World Best Pairs (last year only one American turned up for the meet, Bruce Penhall, and he scored 15 points out of 18), World Team Cup, (The Americans take their qualifying round in England on May 18th), and I'll put my bottom dollar — or should I say my last pound — on an American winning the Individual World Title in Sweden on September 5.

54-54 at Wimbledon

WIMBLEDON, ENGLAND, MAY 1

All the pre-meeting feelings that those test meets were going to be something special turned out to be justified as England and the USA fought for 18 heats to end this meet in a draw, a fitting end as neither team deserved to lose.

The Wimbledon circuit — the smallest in English speedway at 307 yards — has always suited the styles of the American racers; this was indicated with no less than half the 18 heats ending in a draw, three points to each team.

With points scored three for a win, two for second place and one point for third, it took the Americans until heat seven to take the lead, when they gained a 5-1 through Bruce Penhall and Bobby Schwartz.

Heat eight saw a repeat of this when team captain Scott Autrey and Steve Gresham gained another 5-1 to increase that lead to six points, making the score line 21 to England and 27 to the USA. However by the interval stage, heat nine, England had pulled back four points through Peter Collins and John Louis making the score 26-28 to the USA.

With six of the next eight races drawn 3-3, making the score 50-52, in favor of the USA, the last race was vital to both teams.

In the line up for England was John Louis and Peter Collins. For the USA, Ron Preston and Dennis Sigalos. England needed a 5-1 to win or a 4-2 to draw, the Americans would have settled for a 3-3 to give them a win. From the start, 38-year-old John Louis shot into the lead with Ronnie Preston holding second position and Peter Collins chasing hard on his heels.

The race was between Preston and Collins with the Englishman passing Preston, looking as though victory was theirs. That was until Preston thought otherwise and drove around the outside of the former World Champion to take second position on the finishing line, four points to England and two points to the USA resulting in a 54-54 draw.

Results

USA	
Bruce Penhall	13
Bobby Schwartz	8
Scott Autrey	15
Steve Gresham	3
Dennis Sigalos	7
Ronnie Preston	8
John Cook	0
Larry Kosta	0
	54
ENGLAND	
Mike Lee	9
John Davis	7
John Louis	11
Peter Collins	11
Cris Morton	12
Malcolm Simmons	4
Kenny Carter	0
Les Collins	0
	54

Redcoats roust Cradley Heath

CRADLEY HEATH, ENGLAND, MAY 3

As the score line shows, this meeting came as a disappointment to the American team. Although-hometrack favorite Bruce Penhall top-scored with 15 points from six rides, and Dennis Sigalos chipped in 12 points, the rest of the team seemed to struggle against an England team who were intent on keeping their homepride.

Bobby Schwartz, who spent last year riding at this track was more than a little disappointed with his return of just four points, while Scott Autrey could have been expected to score more than his return of eight points.

Until the halfway stage, the Americans were very much alive in this meet, with the scoreline at 28-26 in favor of England. Then things seemed to go all England's way, soon building a lead of 10 points and finally taking the second test 62-46.

One rider named in the original squad of riders for the Americans was sensational teenager Shawn Moran, but he has been unable to ride in the first two test meets due to injuries sustained on his home track, Hull, where he had an argument with a solid safety fence and came off worse. However, he is expected to ride in the remaining three test meets. ●

Results

ENGLAND	
Mike Lee	12
Phill Collins	9
John Louis	8
Peter Collins	9
Dave Jessup	17
Les Collins	0
Cris Morton	7
John Davis	0
	62
USA	
Bruce Penhall	15
Bobby Schwartz	4
Scott Autrey	8
Steve Gresham	4
Dennis Sigalos	12
Ronnie Preston	3
John Cook	0
Larry Kosta	0
	47

World Championship 500cc MX Series: Round four

Carlqvist conquers Sweden, Lackey second

By Alex Hodgkinson

VISSEFJARDA, SWEDEN, MAY 11

An uncharacteristic fall while leading the second moto at Vissefjarda robbed Brad Lackey of an almost certain double in the fourth round of the 500cc MX World Championship, but the Kawasaki ace still extended his lead in the championship over Honda's Andre Malherbe to six points.

The third man in the tussle for the championship, Hakan Carlqvist, handed out a warning to his rivals, however, by winning his first 500cc GP to herald his arrival in the very top flight of the half-litre class.

Riding on home soil, the Yamaha rider who is also the reigning 250cc World Champion, could not match the speed of the Californian in the first moto. However, with Lackey first delayed by his fall and then slowed by a front wheel which was gradually breaking up during the race, the Swede stayed cool to move past Malherbe early in the race and resist all challenges to the flag.

Despite his problems, Lackey recovered to finish third after overhauling Gerard Rond.

It was a day of disaster for the man whose crown Lackey is after. Graham Noyce gated second behind Andre Vromans and dropped back gradually throughout the race, giving way to each of the three championship leaders. Worse was to come in the second moto, however, as the champion, looking more likely to be an ex-champion by the end of the year, pulled out after four laps when he was hit in the face by a rock while lying a lowly 12th.

It was the best day of the year so far for Vromans. While his Yamaha teammate Carlqvist was taking overall honors the young Belgian kept fourth place in the first moto and rode even better next time out after a wheelspin at the start had left him stone last; by the checkered he was through to an excellent fifth.

Despite Rond's second race fourth it was another black day for Suzuki. He had punctured a tire on the opening lap of the first moto and Jean-Jacques Bruno scored nothing all day as a result of a first race crash and damping problems in the second.

Roger DeCoster and Gerrit Wolsink also went on to Finland wishing they could emulate their successes of the seventies. The five-time ex-champion had two atrocious starts and retired in both motos -- a fall putting him out of the first and a broken gear lever out of the second.

Wolsink, meanwhile, only added four points to his tally and the works Maico man was far from happy with his first race seventh; it came from a third place start and he was passed on the last lap by British rider Geoff Mayes who had ridden magnificently from 20th on the opening lap. Just to rub salt in Wolsink's wounds, Mayes was riding a standard Maico!

Pelle Granqvist, riding the GPs on an Australian license after considerable success in the South Pacific, returned to his homeland to score a point from a second race tenth whilst Jim Pomeroy failed to turn up and Canadian champion Stan Currington elected to race in France rather than make the expensive trip to Scandanavia.

Results

1. Hakan Carlqvist (Yam) 2-1; 2. Brad Lackey (Kaw) 1-3; 3. Andre Malherbe (3-2); 4. Andre Vromans (Yam) 4-5; 5. Gerard Rond (Suz) *-4; 6. Graham Noyce (Hon) 5-*; 7. Geoff Mayes (Mai) 6-*; 8. Tapani Pikkarainen (Mai) *-6; 9. Gerrit Wolsink (Mai) 7-*; 10. Uno Palm (Hus) *-7; 11. Peter Herlings (Mai) 9-9; 12. Conny Carlsson (Hus) 8-*; 13. Herbert Schmitz (Mai) *-8; 14. Bertil Ovgard (Hus) 10-*; 15. Pelle Granqvist (Hus) *-10.

* Denotes placing outside the top 10.

World Championship Point Standings: 1. Lackey (97); 2. Malherbe (91); 3. Carlqvist (79); 4. Vromans (43); 5. Jean-Jacques Bruno (33); 6. (TIE) Rond/DeCoster (25); 8. Noyce (24); 9. Ivan Van den Broeck (18); 10. Wolsink (17).

World Championship 250cc MX Series: Round 2

Falta, Rangelov split wins in Czechoslovakia

By Alex Hodgkinson

HOLICE, CZECHOSLOVAKIA, MAY 11

The Russians may not be the force they once were in the 250cc MX World Championship, but the west still has plenty of riders from the Eastern bloc to contend with.

The enigmatic Czech, Jaroslav Falta, was again a race winner on a typically uncompetitive-looking CZ in front of his home crowd at Holice. The other man to take the checkered on the day was Bulgarian Dimitar Rangelov.

Another Husqvarna rider, Raymond Boven, was runner-up in both races to don the laurel wreath as overall winner. He was one of three top riders to score points for the first time this year.

Britain's Neil Hudson, still at the center of legal action over his contract with Maico, rode the West German marque for the first time since last September to score 16 points from two bad starts. Having missed the first GP because of his off-track problems, Hudson needed to score in Czechoslovakia and showed enough in this one-off ride on the Maico to suggest that he is still favorite for the crown.

The third man to open his account was ex-champion Gennady Moiseev, now on a CZ, but he never looked likely to challenge for the lead. ●

Results

1. Raymond Boven (Hus) 2-2; 2. Jaroslav Falta (CZ) 1-4; 3. Dimitar Rangelov (Hus) 6-1; 4. Georges Jobe (Suz) 4-3; 5. Neil Hudson (Mai) 3-5; 6. Vladimir Kavinov (CZ) 5-*; 7. Gennady Moiseev (CZ) *-6; 8. Erkki Sundstrom (Hus) 7-*; 9. Jean Paul Mingels (Yam) *-7; 10. Kees Van der Ven (Mai) 8-*; 11. Rolf Dieffenbach (Hon) *-8; 12. Stanislav Janacek (CZ) 9-*; 13. Jean Claude Lacquay (SWM) *-9; 14. Soren Mortensen (Kra) 10-*; 15. Matti Tarkkonen (Yam) *-10.

* Denotes finish outside top 10.

World Championship Point Standings: 1. Falta (38); 2. Jobe (34); 3. Dieffenbach (28); 4. (TIE) Boven/Fritz Kobele (24); 6. Rangelov (21); 7. Kavihov (18); 8. Hudson (16); 9. Patrick Fura (12); 10. Sundstrom (9).

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Steve Wise (9) leads the start of the second 250cc National moto followed by Kent Howerton (4), Larry Wosick (27), Darrell Shultz (15), Mike Bell (3) and a host of others. Wise earned second overall behind Howerton with Shultz third. It was the first U.S. race for single-shock Suzukis.

AMA 250/500cc National Championship MX Series: Rounds 4/1

Howerton powers on, Sun wins his first Nationa

By Jim Gianatsis

MT. MORRIS, PA, MAY 25

Kent Howerton pulled off his fourth straight 250cc National overall in as many races as he debuted Suzuki's new monoshock Floating Suspension System and Honda's Chuck Sun garnered his first career National win as 250cc action continued and 500cc competition got underway at High Point Raceway.

Suzuki unveiled their new suspension system in both classes on their RH and RN factory bikes. The floaters proved to be highly competitive from the time they first set knobbies on the tacky and slick hillside course.

"We feel our current conventional twin shock rear suspension system is developed fully to the optimum and really works well," said Team Suzuki Manager Mark Blackwell, "but future development requires that we experiment with even newer ideas. We don't know how good the Floating Suspension System is and if it will ever see production."

Just to cover their bets, Team Suzuki pushed both types of bikes through Sunday morning's technical inspection line, the new floaters and the old twin shock bikes. Despite the seemingly old design of the twin shock bikes, it remains the opinion of most that they are still the best handling and most refined of all the exotic Japanese works bikes. Still, it was the new floaters the team riders tried first in practice and chose to ride in the Nationals. Somewhat similar in execution to Kawasaki's Uni-Trak design, Suzuki's Floating Suspension places its deCarbon Kayaba monoshock in an inverted position similar to the Honda RC Pro-Links. Howerton described the floaters after practice as having a slightly stiffer, but more precise feeling in the rear suspension.

Bad luck played havoc with the top three riders in the 500cc National class throughout the day. Reigning champion Danny LaPorte and Suzuki teammate Marty Smith, the 1977 title holder, as well as 1978 title holder Rick Burgett, spent the day plagued with crashes and mechanical difficulties that left only Burgett finishing one moto with just a handful of points.

The weekend also marked the demise of Team PDQ. The team was left bankrupt and left riders Ellis, Croft, Englund and Moroney on their own for the remainder of the season. Steve Stackable, the only rider from the team to find a new sponsor quickly, once again marked his return to Maico.

250cc National

Donnie Hansen once again stole the start of the first 250cc feature moto of the day aboard his water-cooled RC250 Honda, holding the lead over Kawasaki's Wosick, Moto-X Fox's Loeffler on a Honda and Yamaha's Mike Bell. Hansen quickly began to drop back in the pack due to the pain of an injured ankle which has hampered his performance all season. This put Wosick into the lead with Bell in hot pursuit, while from out of the middle of the pack both Kent Howerton and Steve Wise rocketed their way up to join the frontal assault chased by Guerra, Serrano, Shultz and Reid. On lap three on the long, hilly track Bell stuffed his way past Wosick for the lead. Wosick would soon be displaced back further as next Howerton, then Wise pushed past as well.

Halfway into the moto, Howerton closed on Bell for the lead, tailed him for a lap to look over his lines and find an easy spot to pass, then powered inside the Yamaha pilot on a fast sweeper as Bell drifted wide. Howerton danced the floater Suzuki prepared by Greg Arnett into a seemingly effortless takeover of the lead, which would soon turn into a 15-second advantage to the checkered flag.

After Howerton had gotten past, Steve Wise, in a determined bid to make up for previous poor performances caused by Supercross injuries, caught and passed Bell in a tight, uphill bermed corner for second with just one lap to go. Wosick did an admirable job with his works Uni-Trak to hold off the advances of Suzuki's Shultz and Kawasaki teammate Reid to hold onto fourth behind Bell. In seventh was Marty Tripes, Team Husky's Guerra, then first-year rookie David Bailey on a Kawasaki in a spectacular ride which Bailey would improve even further the next moto.

Wise was trying to do even better in the second moto, and after a restart caused by gate problems he used the torquey powerband of his air-cooled works Honda to grab the uphill start and lead the second moto. Not far behind were Guerra, Wosick, Howerton, Shultz and Moto-X Fox's Serrano as Bell found himself stuck in the field of 40 riders. Quickly the race turned into a number of exciting skirmishes as Shultz moved his new Suzuki up on Wise in an attack on the lead; Howerton hung back in third to check the situation over for a while; Wosick tried to fend off Guerra for fourth; and sixth spot turned into a running battle between another Moto-X Fox rider, Lenny Giger, Bailey and Bell.

Howerton finally grew bored with sitting back and waiting for teammate Shultz to dust off Wise for the lead. When Kent got the halfway signboard from mechanic Arnett, he sped up his pace by some two seconds a lap and quickly closed on the two front runners.

Sliding into a slippery hard-packed turn by the finish line, Howerton bounced off his bike but held onto the handlebars, did a hop, skip and jump while running beside it and bounded back into the saddle without losing more than five seconds. The next lap he made the gap up and was right back with the leaders.

Shultz took notice of pressure from his teammate this time and finally found a way around Wise for the lead. Howerton was next to rattle Wise's number panels and push him back to third. With two laps to wrap up the race, it was obvious that Howerton was in command of his fourth straight National win in the 250cc class as he waltzed past Shultz to give the floater Suzuki a win in its first American title bout.

Marty Tripes steadily worked his Power Valve-equipped Yamaha OW up to fourth place by race end, passing through the Guerra, Wosick, Bailey, Bell, LOP rider Steve Martin and Giger battle that was still going on for fifth. Bailey's seventh place netted him the top privateer placing, riding the Gary Bailey Motocross School-sponsored Kawasaki with The Professor himself, Gary Bailey, turning the wrenches.

500cc National

Marty Smith was hating life. A crash in practice left him well bruised. Then a first turn melee at the start of the first 500cc National moto of the year knocked him down, left him battered again and put him out of the running for the day along with his new RN big-bore floater Suzuki.

For the other two top guns, LaPorte and Burgett, life wouldn't be much better.

Ohio star Denny Swartz of Team Maico stoked the excited crowd of nearly 10,000 fans as he grabbed the start ahead of Yamaha's Burgett, Honda's Sun and Gibson, Suzuki's LaPorte, Semics (LOP), Kessler (RPM), Moates (LOP), Englund (PDQ), Weinert and Mosier. This was Jammin' Jimmy Weinert's debut with the Kolbe Cycle-sponsored 406cc Can-Am, while Mosier was making his return to outdoor racing on the 440cc Kawasaki works Uni-Traker since his serious leg-breaking crash last summer.

Swartz was looking good, but not good enough to hold onto his lead under the pressure of the factory talent just behind him. By the end of the opening lap, it was Chuck Sun's RC 450 roosting out the lead with Rick Burgett's 465cc OW41B dancing into second. The normally dusty High Point track was in excellent shape thanks to a week of rain, offering a tacky, traction-filled surface which allowed the big bikes to rocket up the big hills at full-throttle speed.

Chuck Sun scored his first National victory, winning both 500cc motos.

Burgett began making moves on Sun for the lead, but suddenly began crashing, once on a downhill and then again in a muddy creek crossing. A loose carburetor needle jet caused his engine to cut out at unexpected times and resulted in loss of control. Burgett could only retire to the pits. This left Jim Gibson in second spot behind Sun and LaPorte charging up from behind to challenge.

At the 20 minute mark, the National champ passed Gibson and closed on Sun, but Sun wouldn't prove to be as easy to put away as teammate Gibson had. For 10 minutes, LaPorte pushed Sun hard, but didn't look like he was making any all-out attempts to pass just yet, with time remaining to race. That's why it was surprising to everyone when LaPorte crashed hard and was put out of the race.

LaPorte explained back in the pits what had happened. "I was just going down this straightaway, something in the front hub broke, locked up the front wheel and put me over the handlebars!" The problem was traced to a bent front axle.

Sun coasted his Eric Crippa-prepared Honda to an almost uncontested win the remaining distance to the finish. Teammate Gibson held second despite having to stop to have a front brake lever straightened after a fall, while Team Kawasaki/Norstar rider Goat Breker worked his way steadily on up to collect third place.

The last moto of the day would be another bummer for LaPorte and Burgett as they went down in first and second turn crashes. Both rejoined the race from nearly a lap behind. Burgett would charge back up to 12th place by the end, but LaPorte was riding slowly because of bruised leg muscles and since he was running out of the points he was signaled to retire from the race by team manager Blackwell.

Jim Gibson put his Honda into the lead after the start, pursued by Swartz, Kessler, Semics, Breker, Sun and Gary Pustelak on his RPM-supported Kawasaki. Gibson led the moto up to the midway point until Sun, who had once again charged his way up to the front, took over the lead for the second time of the day. Gibson, though, had been hampered with a grabbing front brake since the early laps of the race which was dangerously causing his front wheel to lock up. After losing the lead to Sun, Gibson pitted to have his front brake cable repaired and dropped back to eighth.

With Gibson way back, Sun ran away with the second moto as well to claim his first-ever National win. Second place turned into a wild battle with Breker finally fending off Swartz and Pustelak to come out on top. Pustelak passed Swartz with one lap to go, but then fell on the back side of the track and found himself having to settle for fourth behind the factory Maico rider.

Sun was obviously excited over his first National win and gaining a huge points advantage over the other top factory riders at the first race of this year's 500cc Championship.

"We made a few jetting changes to the bike for the second moto and it ran much better. It's been a long time — watching other riders collect this first place trophy — I'm glad it's finally me!" said Sun. ●

Results

250cc NATIONAL: 1. Kent Howerton, 1-1 (Suz); 2. Steve Wise, 2-3 (Hon); 3. Darrell Shultz, 5-2 (Suz); 4. Larry Wosick, 4-6 (Kaw); 5. Mike Bell, 3-8 (Yam); 6. Marty Tripes, 7-4 (Yam); 7. Mike Guerra, 8-5 (Hus); 8. David Bailey, 9-7 (Kaw); 9. Steve Martin, 10-9 (Yam); 10. Frank Stacy, 11-12 (KTM); 11. Lenny Giger, 16-10 (Hon); 12. Mark Lawrence, 13-13 (Yam); 13. Warren Reid, 6-DNF (Kaw); 14. JoJo Keller,. 18-11 (Hon); 15. Carlos Serrano, 12-24 (Hon); 16. Tony Wanket, 20-15 (Yam); 17. Derek Wedding, 25-14 (Hus); 18. Mike Loeffler, 15-20 (Hus); 19. Jeff Hicks, 14-22 (Suz); 20. Dave Hollis, 23-16 (Yam).

500cc NATIONAL: 1. Chuck Sun, 1-1 (Hon); 2. Goat Breker, 3-2 (Kaw); 3. Denny Swartz, 6-3 (Mai); 4. Mickey Kessler, 4-5 (Yam); 5. Jim Gibson, 2-9 (Hon); 6. Gary Pustelak, 8-4 (Kaw); 7. Arlo Englund, 9-6 (Yam); 8. Steve Rhyan, 7-8 (Mai); 9. Marty Moates, 11-7 (Yam); 10. Gaylon Mosier, 5-15 (Kaw); 11. Gary Semics, 10-11 (Yam); 12. Mickey Boone, 16-10 (Mai); 13. Jimmy Weinert, 13-13 (C-A); 14. Allen King, 12-14 (Mai); 15. Rick Burgett, DNF-12 (Yam); 16. Steve Stackable, 14-23 (Mai); 17. Rick Anderson, 19-17 (Hus); 18. John Day, 15-DNF (Yam); 19. David King (16-16); 20. Wayne Boyer, 17-20 (Suz).

250cc NATIONAL CHAMPIONSHIP MX POINT STANDINGS: 1. Kent Howerton (194); 2. Mike Bell (151); 3. Marty Tripes (130); 4. Warren Reid (113); 5. Steve Wise (105); 6. Mike Guerra (99); 7. Darrell Shultz (98); 8. Larry Wosick (83); 9. JoJo Keller (61); 10. Donnie Hansen (58).

500cc NATIONAL CHAMPIONSHIP MX POINT STANDINGS: 1. Chuck Sun (50); 2. Goat Breker (42); 3. Denny Swartz (35); 4. (TIE) Mickey Kessler/Jim Gibson (34); 6. Gary Pustelak (31); 7. (TIE) Arlo Englund/Steve Rhyan (27); 9. Marty Moates (24); 10. Gaylon Mosier (22).

(Top) Shultz went 5-2 on the Suzuki "floater." (Above) Howerton continued his blitz in the 250cc class. (Below) Jim Gibson (29), Michael Harasmisz (402) and reigning champ Danny LaPorte, who had a bad day, chase Sun. Gibson went 2-9 for fifth.